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# THE GLOBE

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But it would never fit in your stocking...

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

## EDITORIAL

Dear Razoredge Owners' Club Members,

Warm Christmas Greetings from your Committee. Inside this edition you will find a new classic carol to exercise your vocal chords, our usual selection of little gifts to enhance your enjoyment of the Razoredge, and a follow-up on the 'Renown' jack which was offered to us in October.

Member Harry Beacall has investigated the early history of his TD, and has sent us a full and detailed life story for this notable car. Another car with an interesting history is Charles Richards', shown on the front cover of this edition and now reluctantly offered for sale due to health

concerns. Unlike the barn finds, this is a car which has been in regular use throughout its life, with only a three-year gap early in its history at an age when a car is better able to withstand a lay-up. As such, it might be worth particular consideration from anyone looking to buy a Razoredge in this 'golden age' with so many on the market. The cars are finding buyers – we had three new members last month, and we welcome three more this month – but finding a buyer can be a slow process.

We also investigate some of the many long-laid-up cars which continue to emerge from storage. 2018 has been a remarkable year for re-discovered cars, and I have been able to cover only a few. When people ask me 'How many of these are there left?' I always used to say it must be around 250, of which 160 are owned by Club members; but due to the rate of 'barn find' discoveries I'm now guessing there may well be 350, perhaps more, in various states of preservation or decay.

**A final special appeal to all members:** we shall all be drawing up our plans for 2019, and it would be VERY useful if our 'What's On' guide, edition by edition, could incorporate all the events where TROC members are likely to be taking their cars. Like our membership, this appeal is world-wide. It provides a chance for other members to consider joining in, or if their own cars are not on the road – which is quite a few – being able to see a 'runner' and perhaps draw inspiration. Not all members are within range for attending the Club Rally (at Coughton Court, Warwickshire, in 2019) – so knowing where other cars are going to be provides a chance to meet up, even if just to say hello. **So: if there are rallies or events you are planning to attend, please write or email the Editor, either now or a little nearer the date.** The chance to get two or three of our cars together should not be missed.

Lastly, apologies to anyone who has submitted material for possible inclusion in the Globe. If it's not here this time, it doesn't mean you have been rejected or ignored; we have a packed issue, and some items have been held over for February.

*Editor*

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#### We welcome new members:

- 1228 Tim Pritchard of Hull, who has KWP 587, a smart black TDB or TDC probably new to the Club  
 1229 Les Finch of Bournemouth, with TDB 1134 DL, FSV 398  
 1230 Guy Singleton of Marlborough, Wiltshire, with TDB 3861 DL, NWB 396

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#### Our cover pictures for this issue:

- Front – The ultimate Christmas present? Picture courtesy of member Charles Richards; story on page 120. This is one of the last (*youngest*) TDBs to be made. It could be yours...  
 Rear – Member Andrew Gerken's TDB 858, one of the *oldest* surviving TDBs, tucked up warm and dry for the winter. That garage has underfloor heating. The car lives better than some of us do! We thank Sam Gerken for the picture.



Courtesy of Terry Telke, USA

**WE THREE KINGS OF ORIENT ARE**

This is an American carol, both words and music being composed by John Henry Hopkins, Rector of the Christ Episcopal Church of Williamsport, Pennsylvania, in 1857, nearly a century before our cars were built. I offer my apologies for subverting it to our own ends, but which of us has not sung the schoolboy version – “One on a scooter, bibbing his hooter” at some time? The arrangement with three soloists, one for each king, is as originally intended.

*(Traffic queue, together)*

We three drivers have travelled so far  
Stuck behind this smart-looking car  
Past field and fountain, moor and mountain  
Following yonder car.

Chorus:

O-oh Car of Triumph, what a sight,  
Sharp of lines and shiny bright,  
Westward leading, slow-proceeding,  
Guide us with thy dim tail-lights.

*(First following driver solo)*

I drive a Ford, and it's really a strain  
To edge out to pass him again and again  
The road is winding and I'm finding  
Overtaking is really a pain.

[Chorus]

*(Second following driver solo)*

An Audi A4 saloon have I,  
Designed to make the autumn leaves fly,  
I don't mind a classic but this one's Jurassic;  
Won't he pull in and let us all by?

[Chorus]

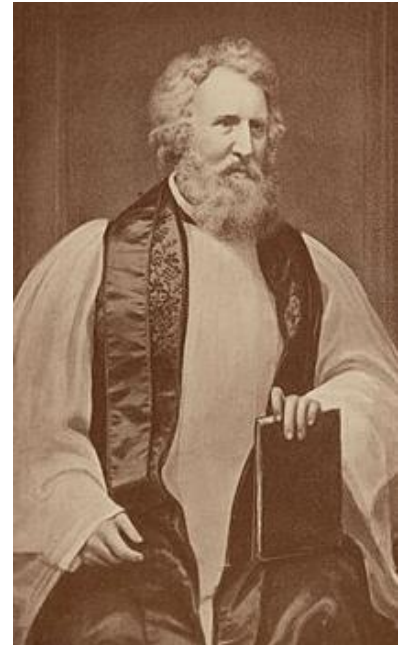
*(Third following driver solo)*

In my sports-car I love to zoom  
But this fellow is giving no room  
In my Toyota, revving my motor,  
I crawl through the gath'ring gloom.

[Chorus]

*(Traffic queue, together)*

Glorious now, behold with our eyes  
A wider road ahead of us lies  
Alleluia, Alleluia!  
As passing him, each one flies.



John Henry Hopkins  
(picture courtesy of Wikipedia)



*The full TROC Christmas Carols collection is available on request from the Editor.*

**IN SEARCH OF STOCKING-FILLERS?**

Members might like to consider the items of club memorabilia shown below, and perhaps leave the magazine strategically open where our ever-loving and long-suffering spouses or other family members or friends might see them and draw inspiration. Alternatively – treat yourself!

*All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris’s details inside the front cover of the Globe.*



**The club ‘Globe’ badge**, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good-quality enamel.



**Our lapel badge**, showing the Globe image surmounted by a Triumph steering-wheel, and the words ‘Triumph Razoredge Owners’ Club’ in gold around the edge. £2.50p.

**The keyring** seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £6.75p.



The light is easily strong enough to illuminate a keyhole.

We also have a number of good-quality ballpoint pens, not illustrated, which carry the Club insignia and name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

## INVESTIGATING THE MYSTERY JACK

In the previous edition we carried a message from Leon Taylor of the Riley club, who had in his possession a jack which he thought was from a Renown. He sent this picture:

We pointed out that it did not look at all like the jack supplied with Renowns – and it's not. However, I had several very helpful replies from owners of the Town and Country Saloon 1800 Razoredge, between them confirming that this IS the style of jack issued with the TD models.

Gerry Mason, who owns the oldest known roadworthy Razoredge, sent us the picture below, showing the tool bay in the boot of his 1946 TD 348 DL. He added "If the one in my car is original, then this is an early type used in the first versions of our cars."



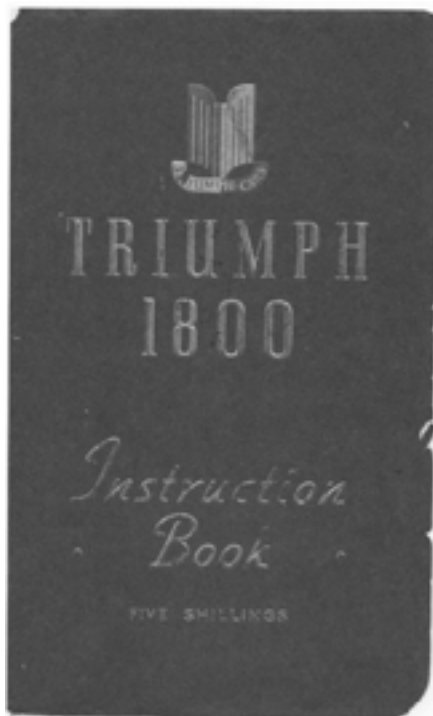
Sure enough, David's TD Instruction Book shows clearly that the jack in the manual looks exactly like the one Gerry has in his boot lid.

However: the mystery is not completely resolved, because there are several very similar jacks which have been identified as being supplied for cars from this period. David Shulver himself comments that he has a very similar one on his Sunbeam Talbot; Bob Hobbs recalls there was the same sort of jack on his father's Rover 3-litre.

Exploring further, we have found an excellent database online at [http://www.classic-british-car-jacks.uk/smiths\\_jacks.htm](http://www.classic-british-car-jacks.uk/smiths_jacks.htm) which has pulled together many examples of car jacks, with pictures. A helpful piece of information is a collection of sale prices fetched by the various different jacks at different dates.

Our TD jack is made by Smith's (SJS, Smith's Jacking System, Bevelift). The H-shape to the lifting bar is distinctive. The website owner himself has photographed one in place in his TD Roadster. However, the website then lists a dozen or so variations of very similar jacks, each adapted to fit a different car.

It only remained to check that Gerry's jack was indeed the original equipment, and for that we have to thank David Shulver, another of our TD members.



Here are some:



This is listed as fitting the Alvis TA14, Bristol 400, Sunbeam Talbot 90, several Rileys, and the Triumph Roadster. However the lifting-arm section is clearly different from that shown in our manual, and Leon Taylor, our original correspondent, made it clear that the jack he has will not fit all the jack-points on his Riley. It is clearly a similar jack, but not the right one for the car.



The one on the left has a longer lifting bar and a different winding handle. It's not known which car it is from.

On the right, a jack with a short square-section lifting arm.

The lifting arm is fixed – it does not hinge flat for storage. This was found in the boot of a Bentley Mark VI; but does it really go with that car?



Left, a similar jack with a distinctive notch lifting-point which locates onto a seam under the chassis of Bristol 401 - 406 models.

It will have become apparent by this point that there are errors that could easily be made if you get hold of the wrong jack for the car. **In any case, you should never work under a car supported only on a jack.** Always ensure that there is a substantial additional block or prop which will prevent the car falling. *A stack of single bricks is not good enough.*

Given the age of our cars, the impossibility of knowing the state of the metal around the jacking point, and the age of the jack, it would be wise to regard the jack as for display purposes only. Use a substantial hydraulic trolley-jack, and ensure that you are lifting on a major structural member. If in doubt, have work done by a properly-qualified professional.

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Our Technical Officer Bob Hobbs adds: "A thought about unseen metal decay and safety of the jacking points. It is not only unseen metal decay on the rear jacking points that needs to concern us. The fore and aft location is absolutely dependent on the two bolts that project out of the wooden beam under the door sill. If these fail to hold the bracket properly it can twist to the front or back of the car and topple the jack, allowing the car to fall. It is something that on a modern MoT Test will lead to instant failure, quite rightly. The front jacking points can also fail due to corrosion in the front cross member, a common point of corrosion weakness in these cars. The front of the chassis can corrode from the inside, unseen until a catastrophic failure occurs. This can spoil your day, big time. It is not a bad idea to have the chassis inspected by a competent person every so often.

"I have fully restored all the jacking points on my TDC, but still worry about them. They are a weak design - that is, weak as in concept, in my opinion! I carry a scissor type jack that can fit under the spring plate at the rear or under the spring centre support at the front. Even then it's not ideal, but I prefer it to the original which I used to use frequently in the 1960s."

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## CAR AND FAMILY HISTORY

By Harry Beacall

Hello fellow Razoredge owners! It was great to meet some of you at the club rally back in June so I thought it a good idea to properly introduce myself and my car, which I believe owing to its previous owner Craig Pillans is fairly well known within the club. As "Bessy's" 11<sup>th</sup> custodian at 27, I believe I am the youngest member with one of these beautiful cars (I stand to be corrected if I am wrong!) This means that my motoring history is perhaps not as exciting and nostalgic to everyone as it might be, consisting largely of modern cars. From an early age however, I've had a keen interest in classic cars, perhaps because of the shows and events I was taken to as a child.

When I was aged 19, this interest materialised into hard metal reality with the purchase of my first classic car, a Ford Capri 2.8 Injection, which I used as a daily driver. Over the following few years, I owned an Escort RS turbo, a "Sit up and Beg" Ford Prefect, and another Capri. The obsession became so evident, that at one point, not so long ago, I had the Prefect, a Capri, a Morris Minor Traveller, a mark II Transit Campervan, a vintage teardrop caravan project, and also taking into account my company car and my fiancée's car, I think I was keeping the local council afloat with my garage rentals!

I have always loved the 30's/40's styled cars however, and my ultimate aim was a 30's Rolls Royce. There's just something about the big chrome headlights, the large chrome radiators and the sweeping front wings, just beautiful. So, it was decided that we would look to hire one of these cars as a wedding car for our forthcoming wedding.

We started looking, only to find that the cost of hiring a wedding car around Milton Keynes was crazy. The money could better spend elsewhere. Therefore it was decided that in order to help both the storage problem and the wedding car situation, I would slim my collection of cars and replace with something of a little more grandeur. Rolls-Royces were beyond my budget, but an Alvis, a Riley or perhaps an old Vauxhall were all in budget. Then by chance I stumbled across an advertisement for a Triumph 1800 Town and Country Saloon, and instantly fell in love. The long flowing wings, the large chrome headlights and upright grille were everything I wanted, but far more beautifully styled than any Rolls Royce. I arranged with Craig to see it that week, and by the following weekend, the car was nicely tucked away in my garage.

Largely thanks to Craig's efforts, I do have a large amount of history and documentation with the car, which was such an appeal to me also. I love the history and records of a car. At 70 years old in December, it is in my mind a living piece of history, and one that I am responsible for preserving for generations to come. Given my age, it's largely possible that I might see her through her 100<sup>th</sup> Birthday in 30 years time!

Through various websites including the TROC website, and through various club members, I have come to learn of the rarity of these cars amongst other marques, especially as a TD amongst the still very rare Renowns.

Id like to share through some photos some of the car's history with you. The most observant of you may notice a different registration in the earlier photos. Mr Kay, the 9<sup>th</sup> owner of the car, retained the registration upon sale of the car in 1992, as his wife's initials were KKK. So from that date, KKK 972 became YSK 489 as she is today.



This photo, taken in 1951, shows Donald Lipp, the son of the first owner Dr George Lipp, standing proudly with the car. Donald recalls his father purchasing the car in February 1949 from a London showroom for the princely sum of £991. George sold the car in 1954. Interestingly Donald also became a doctor, and was re-united with the car some 38 years later in 1992, after the then current owner Craig wrote to Donald.



The car then passed through 2 owners in approximately 10 years, a William Peabody, and a Richard Jones who repainted the car, to have a black roof and wings. Then in 1965 the car was bought for £60, its lowest ever value, by a Mr Colin Batty as a "second" car for his wife Liz, which he presented to her as a birthday present.

The car quickly and affectionately became part of the Batty family and was given the name "Bessy". This is the name which I have revived and use today! Sadly



after 9 further years, Liz's father passed away, and she inherited a nearly new Ford Escort, so Bessy became redundant and was stored on the garage.

After a long period of trying to sell her Bessy was eventually sold in 1978, and over the next six years changed hands four more times. The photo below shows her perhaps in her worst state of repair in 1981, in the ownership of Wilf Gregory.



Although still in very good shape, the chrome was pitting and the wheel trims had disappeared, but there was very little sign of rust, and the ash frame was described as in "perfect" condition. Wilf set about repainting the car in a lighter silver and black, and sorting the chrome, before its sale to David Baldwin in 1982.



Robert Kay was the next owner of the car from October 1984. Here she is summer of 1985. Later in his ownership, Robert had an extensive respray carried out at the cost of £2000, so as to put her back in her original colour. It was also here where the original registration plate was removed.

Craig Pillans was the next owner of the car, who bought the car for £5000 in 1992 looking as she does today. During Craig's ownership, the car had a full engine out rebuild in 2004, a re-cored radiator, and a refurbished carburettor. The photo below was taken in 2005: hard to believe that is still 13 years ago! I was only 14 years old then.....



After 23 years of ownership, unfortunately Craig was forced to retire his driving licence due to failing eyesight, and although seeing the occasional use from his son Alex, over a period of two years the car covered just 200 miles. Therefore, with a heavy heart, Craig decided that the car needed a new home.



And along came me! Perhaps not the greatest of photos, this was taken on Halloween in 2017, a month or so after I bought the car. My daughter doesn't look particularly happy in her pumpkin outfit!

You can also make out on the background the campervan which we still have, moved off the drive so I could get Bessy out of the garage. I also still have the Morris Traveller and Vintage Teardrop Caravan, and in the past few months have bought a 1935 Morris 8 restoration project... it's happening again!

One thing is for sure though: Bessy has over the past year grown into our family, and shall be cherished and enjoyed for many years to come. With the retro fitting of a seatbelt (fully reversible with no sign it was ever there) I am able to fit a car seat, and we have enjoyed many happy days out!

I keep in touch regularly with Craig, who was delighted to hear that Bessy was awarded Best in Class TD/TDA at the Club's rally in June. He recalls TD3717, as he refers to her, winning once before around 2005. I was also delighted to hear by post from Colin Batty (owner in 1965), who had kept in touch with Craig after enquiries around the cars history that he had made in the early 90's. Colin and I write to each other from time to time, and he would very much like to see the car again. This is something we are hoping to plan in the near future.

By the time you are reading this, I will have been married (1<sup>st</sup> September 2018) and Bessy will have fulfilled her original purchase intention. After a few short lessons, dad has got to grips with the column change so will be driving on the day. Needless to say, I'll breathe a sigh of relief when my bride enters the Church - as I'll then know the car has arrived in one piece and I can reclaim the keys from dad! I'll be sure to send a photo or two.

Harry Beacall



We are very pleased to say that the wedding passed off successfully, and that TD 3717 completed her duties flawlessly.



**WHAT'S ON: FORTHCOMING EVENTS for 2019**

A list of suggested events which might be of interest to help you plan your motoring activities.

***If you know of a good event in your area, please recommend it. Emails to the Editor.***

***If you are out in your car – do please send us some pictures afterwards!***

*(It doesn't have to be super-special. It's always good to share Razoredges out and about.)*

***Are the events which you'll be attending in the coming months mentioned here?***

*We would like to provide a chance for Club Members to meet up with others, especially in those regions which are distant from the Club's annual Rally.*

***If YOU are planning on going to a classic meeting or event, please email or write to the Editor, and we'll give it a mention in this column. It doesn't commit you to anything – if in the end you don't make it, there's no harm done – but Razoredges are thin on the ground these days, and it's good to see two or three together! This appeal is world-wide, like our membership.***

**1st January 2019**



Possible Razoredge present

**Brooklands New Year's Day Classic Gathering** 9am-4pm, at this most historic of sites for British air and motor history. Winter barbecue and other food outlets; see the Brooklands website for details or phone 01932 857 381.

**Sunday 2nd June**



Razoredge present

**Norwich Classic Vehicle Club Annual Show** at Strumpshaw Steam Museum, Norwich. Sounds like a good one – lots going on and entry to the Steam Museum as well.

**Coughton Court, TROC summer rally venue, Sunday 23rd June 2019**

**More details will follow in February and April Globes, but mark the date now!**



**MANY!**



**May or June 2019**

*If any TROC member decides to have a go in this, please let the editor know – it would be great for the rest of us*

**Vive la France!** Dale Barker, of Club Triumph, writes: "I have now had my long-awaited meeting with Scenic Car Tours and made some plans for a French Tour in late May or early June 2019. The preliminary costings have been published at £600 - £700 per head. This is a lot of money I know but please see the itinerary on the Club Triumph Forum or Facebook and in the article in next month's CT mag. This is a big tour over 8 days/7 nights covering over 2000 miles and takes in a visit to Le Mans, with time to drive the public part of the

to have reports of your preparation and progress, so we can be with you in spirit!

Club Triumph also have a new line in a royal blue Triumph hoodie in the Club online shop – see

<https://www.club.triumph.org.uk>

**Transappenninica 2019, starts May 8<sup>th</sup>**

circuit and visit the museum, onward to the war memorial at the abandoned Village at Oradour sur Glane, a full Millau bridge experience and some of the most spectacular scenery France has to offer in the Volcanoes National Park and the Spectacular Gorges du Verdon where there will be a day of down time before the drive home which includes a visit to the old Grand Prix circuit at Reims. Ferries and 3/ 4 Star hotels (B+B) are included as well as road books giving alternate routes and the holiday is fully ABTA backed. The final prices will be available to us if we reach a minimum of 5 cars. I hope for more and the tour will be open to all Standard Triumph owners. Other Classic cars are also welcome. It's quite a hike to the deep south but the driving should be well within everybody's distance capabilities and the memories will be epic!



visible in the walls. Details from the Editor.

Did anyone express interest in the *Scuderia Romagna* rally in Italy? If so, I can forward you an email with the first details of the route, including this passage through the *Gola del Furlo*, making use of a 38-metre tunnel cut through raw limestone in 220 BC at the orders of Emperor Vespasian. The chisel-marks of the Roman workmen are still

***If you're expecting to be at any particular favourite event this summer – why not let the editor know, and we can mention the event here so that others can join in if they wish? No obligation!***

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## POSSIBLE EVENTS: Mid-Wales area

Hello,

My name is Graham Potter and I live in an area of Mid-West Wales between Cardigan, Aberystwyth and Lampeter, on the edge of a small village called Dihewyd. I am a Member of the Standard Motor Club and I have several Standard Vanguards. There several other Standard owners locally but we have never seen any Renowns and only the odd Mayflower.

We are trying to put a group together for all models of Standards and Pre-1960 Triumphs to support over a dozen or more local shows each year.

Would it be possible for you to ask any Members you have in this area of Mid-West Wales covering Ceredigion, Carmarthenshire and Pembrokeshire?

I can be contacted on E-Mail at [graumm@rocketmail.com](mailto:graumm@rocketmail.com) or on 01545 581 025 at sensible times!

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**IMPORTANT NOTE:** Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts given in the GLOBE are only the experiences of a member, and are no substitute for a workshop manual; we are sharing ideas and experiences, not offering guidance on what might or might not need doing on your car.

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## THE PROBABLE DEMISE OF A NICE CAR

We have had an enquiry from an ex-Razoredge owner wondering if his old car still survives. He is Roger Bean, who writes:

Hi – Over the years I have tried to trace my ‘old’ Renown which I owned in 1974/5. The circumstances in which I bought it were rather unusual. I had spoken to the elderly owner in Northwich who had owned it from almost new, and asked him to contact me should he ever wish to sell. Some months later he surprised my with a call.

“Do you still want to buy my car?”

“Yes.”

“Well there’s a bit of a problem, the engine is damaged. I drove into a big pothole and stalled the engine with a bang.”

I said not to worry and I’d come and look. God only knows how he did it, he must have been slogging in a high gear when the giant pothole stopped the car, for No1 rod had snapped and come out both sides of the block.



It’s not meant to have ventilation in the side...

We agreed on £50 for the car and I’d collect it later that week.

I went to see the Bank manager. I was earning about £25 a week back then in 1974.

*[Ed – that was good money in 1974. As a recently-qualified teacher then I was paying £29 a month on my mortgage, 1/3 of my salary, leaving us £60 a month to live on, and we considered ourselves to be doing well.]*

“I’d like to borrow £50 please to buy a car.”

“- and what sort of car would this be Mr Bean?”

“A 1952 two litre Triumph saloon.” I didn’t mention that it effectively had no engine.

“ Ah - Let’s see now - - Umm, you go overdrawn at the end of each month.”

“I have a car to sell though, my 1949 Triumph Roadster should fetch £350.”

“Mr Bean, you really don’t expect me to believe you will achieve £350 for a 1949 motor car? How much do you owe elsewhere? On your Barclaycard for instance.”

“Nothing, only that small monthly foray into the red on my current account. I have two children and my wife doesn’t work.”

“Well Mr Bean, you’re not getting £50 from me. I suggest you buy your car with Barclaycard, you may draw £30 a day at the till.” Interview closed. I went to the till and drew £30, and the same again the following day. The Renown registration was OHP 770 – On Hire Purchase – even the interest rate was close, at 7.5%. We went to Northwich that evening and towed the Renown home to Hoylake behind the Company 1300 Viva.

Next, I visited a car breaker’s in Birkenhead and Lo! There, fresh in, was an ex WD Phase 1 Standard Vanguard. “How much for the engine?” I asked. “£10. £15 if we get it out for you.”

“Done! Here’s £15, I’ll drop my trailer off in the morning and pick it up on the way home from work.”

The following afternoon the engine was ready on my trailer. It was painted olive green with a No3 stencilled on the block. Back home I stripped it to find the head was well worn. I took it to a local engineer enthusiast who ran a pre-war Rover 75. A full strip down revealed no measurable wear on crank or bores. "What you have here is a 'short' engine – a replacement 'block' – we'll soon sort out the head." Valve seats re-cut, new valves and guides, gaskets and the whole, reassembled, was installed in the Renown in a fortnight. It ran like the proverbial sewing machine. The car still had tax and MOT so was ready to roll.

Meanwhile my Roadster had gone to a London dealer for £350 and I paid it into my bank account and asked that the account be transferred to Lloyds, where the more sympathetic manager rode a Triumph Trident motorcycle. At the month end I cleared the Barclaycard and never went there again.

Prior to the next MOT test I replaced brake cylinder seals and shoes, and my friendly engineer turned up heavy shims to 'jack-up' the sagging front road springs to prevent the tyres fouling the wheel arches. "It's an OK mod" he said "Rover actually make shims for the same problem. Eventually you'll need new springs though."



The Renown was a delight to drive after the cumbersome Roadster. After a re-spray (the original paintwork was OK but 'flat' and polished through to the undercoat in places) and re varnishing the internal woodwork, we used the car daily and did many trips between Hoylake and Hexham (350 mile round trip) and I was really sorry to part with it two years later when a change of job necessitated a move to N. Scotland and other considerations. I did try to buy it back from an owner in Leeds some three years later but it had been badly stored as 'an investment' and was now a non-runner. The last I heard of it I contacted a new owner in Newcastle upon Tyne who said it was in his lock up under the railway arches behind Central Station – awaiting a 'body off' restoration. It has not re-surfaced. A sad end to a car which only a few years before was 2<sup>nd</sup> in Class at the Northern Concours D'Elegance."



*I'm not sure who is more at risk here: the sheep or the toddler. Those littl'uns can be very assertive when they take to it.*



The car was known to the club for a short time after Roger Bean sold it, firstly with a TROC member living in Leeds in 1976, and then in the same year going to a member in Newcastle. Roger traced it there, as he has described, but to the best of my knowledge it has not been heard of since. We shall leave the last words to him:

“My Concours class winning Triumph Roadster was bought by a London Dealer who shipped it to the USA – it returned to UK some 20 years later as a ‘restorable wreck’ and has subsequently been very nicely and expensively ‘restored’ and sold to an Italian dealer. My very tidy little Mayflower disappeared without trace after selling it in Liverpool in 1973.

My 1930 Sloper BSA and original Watsonian child/adult saloon sidecar (with ‘sun-roof’) was immediately split by the buyer and the sidecar body fitted to a Norton chassis. I saw the bike some months later in a barn with the clutch hanging out, the Watsonian sidecar chassis was in the brambles by a garden fence.

Strange world, motor ‘enthusiasts.’”

*It’s lashing with rain! Put the window up or you’ll be soaked!*



All pictures courtesy of Roger Bean

### IN A RECENT ‘TRIUMPH WORLD’



Our Historian and Press Officer John Bath has been in correspondence with a chap called Alan Booth, who aged 17 was an apprentice at Standard Triumph. His memories of the Phase I Vanguard and the development of Walter Belgrove’s TRX ‘bullet’ replacement for the Roadster make fascinating reading, but sadly he had nothing to say about our Razoredge cars which must have been rolling off the production line at the same time. As John speculates, probably the old-fashioned lines of the Razoredge would not appeal to a 17-year-old in the 1950s, full of post-war determination to build a brave new future.

John prevailed upon Alan to offer his recollections for publication, and the editor of Triumph World was persuaded to agree they should be shared with a wider audience. John managed to get some positive mentions for TROC!

Alan Booth is now a resident of Ann Arbor, Ohio.

John Bath has also discovered that the new third edition of Richard Langworth and Graham Robson book, the complete history of Triumph Cars, is cheaper on Ebay than either Amazon or Foyles.



**NEWS: OF CAR MOVEMENTS, SALES AND DISCOVERIES**

The series of rediscoveries of long-laid-up Razoredges which has been a feature of 2018 has continued in the two months since our last edition. Four or five ‘new’ cars have come to light. It is also very encouraging to see that there is movement in the market, and some cars are finding new homes, although the list of ‘for sale’ cars, both those in good condition and those offered as projects, is still long. *There has never been a better time to snap up a bargain – please do what you can to draw attention to our list!*

Some of the more recent discoveries are listed here.

In early December we heard from Charlie Barrett, in Oxfordshire, who has inherited a long-laid-up 1950 Razoredge, TDB 1192 DL, registered GMR 980. The car comes to him from his late grandfather, who was either the first owner from new, or from very early in the car’s life. It is thought not to be known to the Club before. We have no pictures yet, but I shall include some in the next edition if we can. The car is understood to be in a very decayed condition, and is likely to go for scrap very soon. If anyone needs a TDB donor car for parts, and has somewhere to put it, we can put you in touch with the owner.



Also in very poor, and this time part-dismantled, condition is a Limousine model, TDC 2113 LIM, which a Northamptonshire primary school teacher, Sally Furniss, is seeking to dispose of on behalf of her father. It’s one of those ‘I’ll get round to it one day’ dreams which never came to fruition. Even though it is one of the very rare remaining limousines – note the edge of the glass internal partition visible below – this would be a very brave restoration. We are assured that nothing has been thrown away or lost, everything is there,

and because this is the TDC model the Club’s supply of spares is quite comprehensive, so if anyone is feeling inspired – don’t let me put you off. The storage looks to be very dry, so that there’s a good possibility the ash frame is still solid; if that is so, then restoration might be less difficult than first impressions suggest.



Notice the heater pipe extension at the back of the engine bay, heading off to the lower right as we look at it. In the limousines, this goes beneath the front seat to supply heat into the passenger compartment.



“All the bits are there somewhere.”



In October we reported that Graham Nicholson, who had taken on ex-member Alan Smith’s TDC Limousine converted back to a normal TDC by removal of the internal partition, was finding it necessary to sell the car on because problems with his shoulders made the car difficult to drive. We are pleased to hear this car, NOE 619, has found a new owner in Wales. Another car which has sold recently is the unusual red-and-gold TDB 2001 DL which had been advertised in the Netherlands. It has been bought by Paul White, from Kent, who will be keeping the car at Alençon in France.



We had a mystery enquiry from Jim Alvaro in Spain, who was considering buying this maroon car, TDB 3847 DL, and asking whether the Club knew anything about its history or current condition – which we don’t. We know of three maroon cars for sale, and this doesn’t match to any of them! He says he has seen it in Southern Spain – this is almost certainly fate punishing me for suggesting our member Rui Guimaraes in Portugal had the only Razoredge (seen on the cover in October) on the whole Iberian peninsula. The car looks in good condition, and if we hear anything further you may be assured you will see it reported here.



Another person who contacted the club whilst considering the purchase of a Razoredge was Les Finch, from Bournemouth. You will find his name as one of the three new members listed on the editorial page of this month’s Globe, and there were another three in October; all six are as a result of having bought cars, and we know of other sales where the new owners have not (yet) joined the Club – so there is definitely movement in the market! Those of you with cars advertised for sale, keep your hopes up. It’s a bit like getting married: you have to wait for Mr Right to happen by.

Although the Club is happy to help sellers and prospective purchasers with what information we can, and act as matchmaker where possible, the responsibility for the advertisements and for making the decision to buy is entirely with the seller and purchaser, of course. In the classic car market, it cannot be otherwise.

In Les Finch’s case he came to us having seen a car advertised in Ireland, but was having doubts about it;



we were able to share with him the advertisements we know of for other cars for sale, both from members and non-members. Our ‘for sale’ section is also copied onto the [www.TROCltd.com](http://www.TROCltd.com) website home-page for all to see, in an effort to help find willing buyers. After investigating several cars, eventually Les bought TDB 1134 DL, FSV 398, from Club members Mike and Maureen Kelly. This makes quite a community of Razoredge owners in Bournemouth – perhaps an appropriate and very English location for the car.

In ‘Car and Classic’ sales advertisements we find this little puzzle. A 1955 Razoredge would be unusual enough, and is probably the result of a typing error when the log book records were transcribed into the DVLA computerised database. It is TDC 2523 DLO, which would be right for April 1954; but SRS 306 would be a 1962 Aberdeen registration, so it must have been re-registered. The car is for sale in Aberdeen, so has not roamed far. Another car new to our records!

Finally for now, and neatly leading into our own 'For Sale' section, we have heard from member 80, Charles Richards, of Tunbridge Wells, Kent, whose car is on the front cover of this edition.

He writes: "I have been a member of TROC for many years (no.80) and hope to continue; however I find myself in a position where I reluctantly am having to put up for sale my much loved Renown. I have problems in my left leg which makes driving a car with a clutch very difficult. I think you will agree, the car has a little bit of a history- and in fact is a bit rare in getting away with having no holes drilled into rear wings to have rear lights or flashing indicators, and in fact it has only one rear light and brake light. However reflectors were fitted a stipulation of the law of the day. The sale would include the original Log Book along with some early service sheets, and a copy of the "**Readers Digest**" **May 1977** where the photo of the car is incorrectly shown as a "1950" Triumph Renown. The car was photographed at The Festival of Motoring at Penshurst Place in 1976 which was where I eventually joined the newly-formed TROC!

First registered 28<sup>th</sup> December 1951 for delivery 1<sup>st</sup> January 1952. Original Log Book (still retained) shows first lady owner sold the car in March 1953 to a relative of the present owner, who inherited it in 1974. Although the car had been off the road for 3 years at that time, it passed its MOT and was brought back down South to Kent from Scotland where it had resided since 1955. Although still only having covered 76,500 miles, it has never been off the road since.



**In 1989 it took part in the "The Great British Film Rally" travelling from London to the Cannes Film Festival and had dignified guests in the back among others such as Lord Montague of Beaulieu in London, and Peter Ustinov in Cannes.**

Sadly it is having to be sold due to the health of the present owner. MOT valid until September 2019; asking price £8000. If you require more information please contact me, Charles Richards, at e-mail address [cjrichards@yahoo.co.uk](mailto:cjrichards@yahoo.co.uk) or on 01892 528 231, mobile 07809 075 227.

For Reluctant Sale:  
Triumph Renown TDB 6407 DL, NBP 445

Seen at a rally a few years ago.



**ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE**

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and **to inform the editor when items are no longer for sale, or no longer sought.** Email [editor@trocltd.com](mailto:editor@trocltd.com).

*Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.*

TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of parts or cars to your requirements.

**FOR SALE:** Full set of Renown seat covers in grey. Never used, but slight fading. Also, new radiator blind. If these are of any use to members, make me a modest offer. Terry Sylvester, telephone 01446 745 444

**FOR SALE:** four Avon Speedrunner cross-ply tyres, only lightly worn; and a front bumper for TDB/TDC, would do for everyday use or for re-chroming. Contact Lloyd Evans on 01388 710 394.

**FOR SALE:** new member Graham Nicholson is the semi-retired proprietor of the Central Garage in Bishopsteignton, Devon. He has taken on NOE 619, TDC 2140 LIM, from local long-time TROC member Smith who owned it for many years. Sadly, Graham finds he cannot drive it – he has problems with his shoulders and the car is just too heavy on the steering.



**FOR SALE: THREE!!!** white Razoredges from member George Wyatt, of Barnsley. He has been operating a wedding car service, but is retiring and the cars have to go. The Razoredges are: LRW 100, TDB 5520 DL, in Old English White; a 1949 TDA in Brilliant White; and a TDC, XS 7842 (pictured) in Old English White. This car had previously belonged to TROC committee member, spares holder and technical expert Irving Dalton. For further details and prices, please contact George on 01226 752 830. As you would expect with wedding cars, they are well-maintained and generally immaculate in appearance.



**FOR SALE: UPC 691, TDC 1960 DL**

<https://www.carandclassic.co.uk/car/C979886>

This car was once owned by late TROC member 868, Geoffrey Shenton, of Mow Cop, near Stoke on Trent. He had joined TROC in April 1999, and the car was sold to Ireland in about 2008. Our member Alan Bromley knew him and has driven the car; it has had a replacement engine and new steering box in the time when he knew it. The reported mileage (only 6,512 miles) probably dates from the rebuild of the engine. There is also some confusion about the colour – that's definitely not Jade! However, if the car is as good as it looks here, the asking price of £11,500 might arouse some interest. The commission number is TD1960 DL.



**WANTED: Tool Set** – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

**RECENT FIND:** Peter Smith is selling a 1952 Renown TDC 418, registration MXM 977 (London County Council, July 1952) which is currently garaged in Southend-on-Sea, Essex. This car is remarkable in that it had one owner from new, a gentleman named Adrian Reynolds, who sadly passed away a month or so ago. Peter is arranging the sale of the car for his widow. *The car has been laid up in store for 43 years*, and is believed to be complete and dry. There is also a spare gearbox. Peter can be reached on 01268 776 258 or email [peter.smith@renownrestoration.co.uk](mailto:peter.smith@renownrestoration.co.uk). They are provisionally asking for £1,250.



**ANOTHER RECENT FIND:** Simon Smith has a complete car, PPB 934, TDB 3607 DL (1951) and a shed-load of rather rusty parts and various manuals and booklets – probably everything Renown-related ever printed. This comes from the disposal of a relative's estate, and this was a person who never threw *anything* away – so a lot of it is past rescue or worthless, but there may well be hidden treasure; and the car itself is definitely to be rescued as a project. Simon would like to clear the whole collection in one lot. The collection is stored near Tonbridge, Kent; to arrange a viewing contact Simon on [Offers in the region of £2,000](mailto:simon.smith@renownrestoration.co.uk) for the collection.



A set of pictures of the parts and the car: [https://1drv.ms/f/s!Ang8X\\_RmYTfqa5IHRJEg6G\\_2sP8](https://1drv.ms/f/s!Ang8X_RmYTfqa5IHRJEg6G_2sP8).

**FOR SALE:** an extensive range of spares for sale, including: original manuals. Set of doors. Grille. Radiator. Wheels. Tyres and rims. Rear number plate box, incomplete. Heater. Door handles. Steering wheel. Headlamps and side lights. Front interior arm-rests. Bonnet. All in various states, and other bits and pieces. Contact: Colin Baxter,, [phone number 07860 605079](mailto:colin.baxter@renownrestoration.co.uk). Cheshire.

**FOR SALE** – the fifth-oldest known Razoredge, TD 919 DL, registration GHP 909, first registered June 1947. This car is described as complete, original and untouched, and has been stored dry for thirty or forty years. Believed to have had only one owner; full documentation believed to be available. Offers in the region of £6,000. Contact Seamus Nugent, in Newry, Co Down, Northern Ireland: phone 0035 3876 879 053 or 02830 868 493.



**Also FOR SALE** in Ireland, Mike O'Connor of Tralee is selling **TDB 4598 DL**, seen on the left, which is a maroon car, looking solid and complete, asking £3,250. This can be seen on the Facebook Renown Restoration Group page.

**FOR SALE: TDB 1671 DL**, engine 1677E, reg. ERD 681, near Reading. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

**WANTED** – the following parts for 1954 TDC: interior boot light; aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Also a locking petrol cap please.

Chrome parts: 2x headlight rims, front cowling, 2x strips to rear side windows, 2x front strips to windscreen, also rubber gaskets to headlights.

Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Bedfordshire; telephone 01525 712 947, J E Washington.

**FOR SALE:** One wheel (no tyre) DRO 4½” Jx 16” SR; 1 wheel (no tyre) 4”x16”. Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE** TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

**FOR SALE, TD spares,** steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

**FOR SALE:** Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email [sue@sdalton.plus.com](mailto:sue@sdalton.plus.com)

**FOR SALE,** Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; [keith.gulliford@talktalk.net](mailto:keith.gulliford@talktalk.net).

**WANTED,** for my TDB breakdown truck - the ironwork which attaches a tow-hitch to the chassis; trade plates (not to be used on the road); a warning triangle, using reflectors.

[Tel 01733 577301.](tel:01733577301)

#### **SPARES FROM TROC FOR THE 1800 ENGINE**

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- |   |        |           |
|---|--------|-----------|
| • Top hose  | £14.75 | P&P extra |
| • Bottom with heater outlet that can be blanked off | £13.75 | P&P extra |
| • By pass hose                                      | £ 8.00 | P&P extra |

#### **NOW AVAILABLE FROM TROC**

**Workshop manuals for the 1800,** reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus P&P.

#### **WANTED FOR RECONDITIONING**

##### **Bell-crank lever and bracket assembly for the Renown**

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

##### **Also needed:**

Clutch covers	Temperature gauges	Outer door and boot handles
Clutch centre plates	Carburettors	Water pumps

- all in any condition; contact Bob Hobbs.

