



THE GLOBE

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How times change...

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS
Website: <http://www.trocltd.com>
(Affiliated to the Federation of British Historic Vehicle Clubs)

SPARE PARTS: Available to paid-up members only.

Note that our spares officers, like all members of the committee, are volunteers working on Club tasks in their spare time. Where possible, we aim to send spares within 2-3 working days. Please be considerate and telephone between 18:00 - 21:00 hours UK time.

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.

BRAKES, STEERING, BACK AXLE, SUSPENSION

Chris Hewitt

ELECTRICAL, ENGINE AND EVERYTHING ELSE

Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Roger Stone, membership secretary.

The Club Accounts and notes from the AGM are published in the April Globe each year. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor; they are available free of charge.

The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.

EDITORIAL

Christmas comes but once a year, they say, but it seems like only five minutes since the last one. That's what you get for having accumulated a good number of years; they whiz by. Be that as it may, please accept the very warmest season's greetings from your TROC Committee.

A minor change in **newsletter delivery**: in future, all 'postal Globe' members will also be receiving an email copy of the newsletter, where we have an email address for you. This extra service costs the Club no money, and very little extra time. The advantages of the email Globe - including easy storage, use of the hyperlinks in the text, and the ability to use Google Translate or a larger-size font to make the text more accessible - therefore become available to you, if you choose to use them. Don't worry, we have NO plans to discontinue the printed version! It just seems logical, since we can provide the extra service at no extra cost, to do so. If any member would prefer *not* to have the extra email copy, just let me know via editor@TROCltd.com.

It's great to identify new Razoredge owners and cars, and we have now heard of a third TDC resident in Italy - two are near Rome, whom we knew of, but on the Facebook page we have now heard from Giovanni Spinelli who is in Casoli, level with Rome but over the Appenines nearer to the east coast, who has TDC 2702. Only one of the Italian owners is in TROC, but they are all aware of our existence. And in France, where we have only occasional sightings of any Razoredges at all, we have a new member, Marc Levy of Lisieux, who brings us the rarest of Razoredges, a Limousine. This car appears to be in very good condition, and we have so far found no prior mention of the car in our collections of records. It is TDC 2161 LIM, first registered in June 1952. From Germany we have two new members and one other new Razoredge-owning contact; and a new member in New Zealand. Welcome all!

Also inside this edition you will find details of an exciting challenge for all our members: to submit photographs from which, this time next year, we shall assemble a monthly **calendar** with a different member's car for each month. See pages 100-101 of this edition for details.

Our Christmas gifts selection is published on the following page, and we have a new item this year which we think might appeal to many members, given the weather of the past few months - a good-size umbrella.

Editor

We welcome, or welcome back, new members:

Our cover pictures for this issue:

Front – JUC 972 was a London County Council registration from late 1948, so this is one of the last Town and Country Saloons. Nothing more is known of the car, which no longer survives, according to DVLA; and nor does Thomas Cook, whose offices are seen in the distance. Image copyright now owned by TROC.

Rear – Graham Sinagola's TDB 5247 DL, enjoying a run out through the colourful autumn lanes. See the centre pages for our challenging photo-opportunity competition! Image courtesy of Graham.

CLUB MERCHANDISE - HAPPY CHRISTMAS!



Our new item for 2019: a golf-size umbrella in the club colour scheme of blue and white, with a Razoredge printed on two of the panels.

For sale at £15 plus £12 postage and packing to the UK. If you are going to be visiting the Rally next year or live near a Committee Member and can collect, we can avoid the postage cost. Overseas postage costs from the Editor.



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 **illuminated 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.



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.

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

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.

WINTER IS COMING



Image by kind permission of Quest Media

The title of this article will have a special resonance only to those club members familiar with the HBO series 'Game of Thrones': it is the motto of the Stark family, and the threat represented by 'winter' includes the scary King of the White Walkers, the character on the right in this image. Quite why a Razoredge should be drawn into this mythical world remains a mystery, but at least the character by the driver's door appears to be one of the good guys, opposing the forces of cold and ice. This is very appropriate for all Razoredge owners, since we all face the same onslaught from cold and damp during the next few months. Oh! for a few reliably bright and dry days, when we might take the opportunity for a run-out to keep the battery charged and the oil circulating; to rotate the tyres and drive out the stale air.

The image above was captured at the Ladysmith Shopping Centre, Ashton-Under-Lyne, and reported in the Tameside Reporter back in mid-November. Standing in the rain next to a Mayflower, KWP 587 is TDC 700 DL, owned by new-ish TROC member John Sutton of Manchester.

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 in the GLOBE are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.

DISTANT MEMORIES

The image below was spotted by member Paul Collard, from another old-car interest group on Facebook.



Image reproduced with kind permission of Leonard Edwards. Nothing is known of the Razoredge.

The King Harry Ferry runs from Philliegh on the Roseland peninsula in Cornwall, across the Fal estuary to Feock and Falmouth, avoiding a detour inland passing through traffic-clogged Truro. The modern ferry is seen on the left, but doesn't look nearly as much fun. The 1950s version is in fact a converted WWII landing craft.



Image courtesy of Wikipedia Commons

It is a chain ferry, hauling itself across the estuary by cog-wheels which lock onto the heavy chains, one on either side. There is plenty of slack, so that after the ferry has passed the chains fall back to the mud, enabling other vessels to pass over them.

The original ferry started in 1888 and was steam-powered.

From Nelson, New Zealand, around 1960, we have the forecourt of the Bowater family's car sales business. The car given central pride of place is a Razoredge, but unfortunately it is partly obscured by the wire-mesh gate, so we cannot see the registration and therefore know whether it is one of the several Razoredges still surviving in New Zealand today.

Image courtesy of Chris Burles.



A TEMPORARY HOME FOR MY RENOWN

by Tom Robinson

Way back in August 1984, structural alterations of the family home meant that I had to find temporary storage for the Renown as I was anxious not to leave it in the open for a few weeks.

Kind friends, themselves in temporary accommodation, offered me space at the Kelham Island Industrial Museum in Sheffield and the accompanying photograph shows the Renown in the company of contemporary buses.



Image by Tom Robinson

For those members with an interest in buses I can give you the following details. The AEC Regent Mk III on the right-hand side is a cut-down double decker of 1948 [KWE 255] and converted to a gritting lorry. After service with the Transport Department it was purchased for preservation by local enthusiasts. Behind the gritter is a newer AEC Regent, [6332 WJ] dating from 1960. After service in Sheffield it operated in Sevenoaks for a while, before returning to its home for preservation.

Behind the Renown is a Leyland PS1 single decker with Weymann bodywork, [JWB 216] it was amongst the first post-War deliveries to the city in January 1947 and after eleven years of carrying passengers it was converted to a mobile staff canteen before being purchased by enthusiasts.

All three buses survive and are now to be found at The South Yorkshire Transport Museum in Rotherham. The gritter is on static display and the thorough restoration of 6332 WJ has just been completed. As for the Leyland single-decker, a long-term and through restoration is nearing its completion. This bus has now achieved unique status and will be a welcome addition to the fleet of operational vehicles to be hired out on occasion.

I later inherited a large collection of Sheffield Transport material from the retired Contracts Engineer when he died ten years ago. Amongst his photographic collection was the canteen picture, and as you can imagine the museum people, when I showed them this image of the interior of their bus, were fascinated by the attractive conductress in her smart uniform. One member had a bright idea: who was conductress No. BB56652? Was she still alive? An appeal was made in the local paper and the lady came forward – Mrs. Betty Foster.



Useful addresses for those who would like to explore further about the bus museum:

Kelham Island Industrial museum, Sheffield S38RY www.simt.co.uk-kelham-island-museum

South Yorkshire Transport Museum. Aldwarke, Rotherham S65 3SH www.sytam.co.uk

TECHNICAL QUERY: THE RADIO

Member David Mann contacted Bob Hobbs, our Technical Officer:

“Now we have put the clocks back my car is in the garage for winter....but it made me think of some interior improvements I could make. Since the Renown was fitted with a radio aerial, was there a dashboard radio as an optional extra? If so, do you know if any such radios still exist? I know they will not function... I guess you could modify somehow by fitting a modern radio inside the original box without changing the exterior appearance.

“Also, my dashboard clock does not work.....any of those still around or are they repairable?

“Last request.....how about a passenger chrome ashtray....the one fitted into the back of the front seat?

Look forward to hearing from you, regards, David.”



Bob Hobbs replied:

If your car has an aerial factory-fitted in the centre of the roof above the top of the windscreen, then yes, it would have had a Smiths Radiomobile unit fitted. These radios were in two parts. The tuner was similar in size to a modern car radio and was fitted immediately below the centre of the instrument panel. The loudspeaker was housed in an enclosure below and forward of that making a smooth “flow” down to and around the heater. The other section of the radio was a power and amplifier box that mounted in the chamber that is formed between

the two walls of the bulkhead/firewall. It was on the right hand side of the engine bay supported on two brackets that were lined up front to back and rested on the horizontal parts of the bulkhead, held by self tapping screws. The two photographs of my TDC show the factory fitted radio.



There are at least two companies that will take an original tuner like ours should be, and they replace all the electronics with a modern VHF radio. The operation of the radio is by the original buttons and the rotary volume and tuning knobs. There is also a range of radios that look vaguely classic and they are modern DAB units with all the bells and whistles of Bluetooth connectivity and AV input plus SD card sockets. The choice is yours. I do have a very tatty tuner unit but the ones in our cars had black buttons and knobs whilst the one I have has white. Also the unit looks very poor so I would not recommend it.

The **dashboard clocks** were notoriously unreliable. I have a second hand one in the Club's store but it is non-working as well! There is a company that offers repairs to these but I have no personal knowledge of how good they are. The option that I chose after years of restorative work and electronic assistance to the mechanism was to fit a modern small electronic clock into the casing. It was small enough to mount entirely within the case and still use the original face and hands. The only give-away is that it keeps perfect time and works! The web site of the company that I was told about by another member is at www.jdol.com so you could try them and determine if they can help.

As to the ash tray, I may have a second hand one but need to check on that. The opening part of the ashtray was a steel holder but it had a face that was in dark brown bakelite. The bakelite panels tended to warp over time and have often had to be discarded. Mine was in very poor condition despite never having been used as an ash tray. I made a new face from stainless steel with the knob from the original being used on the new panel. I can provide a picture in due course if you need.

I hope that this all helps you. If you any further questions then email or give me a call.

Regards, Bob Hobbs, Triumph Razoredge Owners' Club Technical Advisor and Spares Secretary

PLUS: do we have a member in the south-west general area who has a suitable vehicle, or a car with trailer, who could help the Club out by conveying an engine from Falmouth to Wiltshire? If you'd like to contact me, I can supply the donor's address and phone number, and you can arrange a suitable date and time for collection and delivery to Bob Hobbs in Wiltshire.

We realise it's a long way - Falmouth is right down at the far end - but Cornwall is a lovely county...



Map courtesy of Google Earth

OUT AND ABOUT



Our member Andy Breckon, from Gosport Hampshire, has been out on duty with his unusually-coloured TDB 6393. He writes:

“Pictured (first two photos) are the bride and bridesmaid en route to the wedding venue, Wickham Vineyard. The weather had been very wet and quite windy. When the bride got into the car she looked to the heavens and said ‘Please give

me two hours of dry weather’ - so the guests could mingle on the outside terrace with a drink after the ceremony, Champagne of course!

Her prayer was answered, the rain stopped and the sun came out. Pretty much on cue, after two hours, the heavens opened and it rained and rained and rained.



Later: off to the proms! An American-style party to mark the end of an educational period, now firmly adopted by us here in the UK. Two lovely students from Broome Park School attired in prom dresses with



all the finery needed. Pictured outside our local hotel, The Old Lodge, just about to alight and be transported to the meeting place - Foster Gardens and then to the Senior Ratings Mess at HMS Sultan for fun and frolics.

My guess is that the real party started after this with some returning home after midnight, but all well and safe.”

Text and images from Andy Breckon, Hampshire

Meanwhile in the USA, at the Dripping Springs meeting of Triumph USA. - Terry Telke's TDC 2260 in the company of some Heralds.



Left, Jean Telke poses with the car, which was imported to the USA from the Bahamas.

Another member enjoying a large classics meeting was Roy Ward, who took his TDB 1332 seen below all the way from Devon to Newport and then Ryde on the Isle of Wight - a sort of moving rally, spread over a weekend.

Notice that though this is a TDB, it doesn't have the flaming torch radiator emblem, which was not introduced until after TDB 3000.

There were over 1,500 cars at the Isle of Wight event, but this was the only Razoredge present.



THE TROC CALENDAR **2021**: INVITATION, OPPORTUNITY, CHALLENGE

When selecting our back-cover image for this Globe, it struck me what a perfect picture it was for showing the splendid colours of an English Autumn. The contributor, our member Graham Sinagola, has an eye for a natural setting, and we have used his pictures before - you might remember his spring daffodils, or the autumn mists of 2015, seen again here.

Thus, an idea crept into the consciousness. How about a calendar, a month to a page? I'm certain that between us, the photographic talents of our TROC membership can provide twelve first-class pictures of Razoredges through the seasons.



course, in the pages of the Globe editions during the year. In November next year your Committee will make the selection of final images, and we shall produce the TROC Calendar in time for sending out with the December Globe to all those who order one.

We shall need good high-resolution pictures, but modern smartphones should be good enough.

On the right, Chris and Sue Burgess's TDB in a high-summer picture - for Australia, at least!



I have enquired from our printers and they assure me that they can run off our compilation in calendar form, as illustrated on the left showing Dirk Devogeleer's TDB in the snow, for around £5 each.

I rather imagine that a number of members would enjoy having such a calendar, and even more so if your own car were to be one of the selected images.

Your challenge, therefore: to take a photograph of your car, preferably in a seasonal setting, and submit it to editor@TROC Ltd.com. It could be at any stage of the coming year, because we shall need pictures suitable for each of the twelve months. You may submit as many pictures as you wish, but I shall only use the one best image of each car, in order to be as fair as possible to all contributors. Pictures not used in the Calendar might still find an airing, of



Some suitable images we could have used in the past -



We have, coincidentally, received a similar challenge from a club in California, reproduced below. You could submit to both at the same time!

DEAR FELLOW TRIUMPH OWNER,

It's time to make plans for Drive Your Triumph Day, February 10, 2020. My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California.

In 2015 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. This celebratory drive has been building momentum every year. For 2019 I received close to 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and all over the USA. This year is going to be a bit more of a challenge as February 10th falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day, and please submit photos only taken on Monday, February 10th, 2020.

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway in the garage.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). *[Ed: please send a copy to the Globe as well! Editor@TROCltd.com.]* The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>.

Last year a few Standard Clubs joined in too, which is all good. Thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards, Rye Livingston
Activities Chairman, Triumph Travelers Sports Car Club
Celebrating our 62th Anniversary

WHAT'S ON: FORTHCOMING EVENTS

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. **This appeal is world-wide, like our membership.***

Monday 10th February

“Drive Your Triumph Day” - Sir John Black's birthday, celebrated world-wide by people taking out their Triumph, photographing it, and sending the results to Rye Livingston in California. See previous page for details.

Sunday 26th April 2020

Drive-It Day

In response to your request in the 'Globe' for shows to attend, could I suggest the **Clevedon Lions'** annual fundraising event? I have gone along on foot for several years, and have enjoyed it very much. Not an enormous gathering as the showground is limited to the area within the miniature railway circuit, but the seaside location does give visitors something to do: several handy pubs, walk along the prom, visit the (Grade I Listed) Pier, swim in the Marine Lake, etc. In the past the day has started with breakfast at a nearby garden centre, followed by a scenic run to the showground. Sadly the garden centre has recently changed ownership, so the Lions organisers may have to make some changes, possibly even moving the date away from the Drive It day weekend? Watch this space : <http://lionsbrimar.org.uk/Clevedon> . I suppose there is a ten percent chance that I'll have TDC 2670 DLO mobile enough to turn up!

Razoredges about everywhere!



- Chris Blackman .

(Clevedon is on the North Somerset coast, between Bristol and Weston-super-Mare.)

More Drive-it-Day events will be listed in the next edition - IF you tell me about them!

Sunday 19th July

This year the TROC Annual Rally will combine with our **AGM and will take place at the Avoncroft Museum in Worcestershire.**



Razoredges present

We shall provide full details in February and April, but this year's rally is going to be a little different. We have also moved back from June into July. You may wish to reserve the date?

JUST WHEN YOU THINK YOU HAVE SEEN EVERYTHING...

By Mike Sampson

A few weeks ago the Renown went into the garage for some brake repairs as I had lost all braking due to a couple of weepy front cylinders. With replacement cylinders the car was fixed but I was advised following a general check over that the distributor was worn and could be a source of ignition problems in the future. After some discussion with Bob Hobbs and a fair bit of research I decided that an electronic distributor was the way forward to ‘future-proof’ the car for me so I duly booked the car in for the work.

A couple of weeks later I drove the car down to the garage at Bourton on the Water and thought how well it was going. Why was I spending all this money? I left it with them for about a week and half before returning to drive the car back. It was then I was told how lucky I was to have got the car to them as they had been unable to start it when they needed to move it prior to commencing work. With the distributor removed, as it wasn’t sparking, an investigation revealed all. The cotter pin which holds the drive dog on at the end of the main shaft had sheared, allowing the dog to turn randomly until the broken parts aligned again.

A quick visual inspection does not show this as both ends of the cotter are in place and seemingly complete. It is only when you realise that the dog will move independently of the shaft that you know something is seriously wrong!

Here are some pictures showing the problem:

All looks fine here, with the cotter pin holding the distributor drive dog nicely in place...or is it?



One to look out for!

Mike Sampson

RECENTLY REDISCOVERED CARS

We have been contacted by Belinda Manning, who is trying to arrange the sale of this car on behalf of her parents. Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5406 DL. We have some pictures, seen below, and I'm told the car is drivable at the moment though it needs attention on one or two points. If anyone is interested, please contact the Editor and we can put you in touch. The car is located in Banstead, Surrey - between Croydon and Leatherhead.



We shall have more details of the car in the February edition of the Globe.

Our Club Historian, John Bath, lives very close and offered to visit, take a look at the car, and comment on their expectations for an appropriate price. When he arrived and saw the car, he was surprised to realise this is a car he has known for a very long time!

Back in the 1980s John lived in Essex, and had noticed the car in Hawkwell, a little inland from Southend. He popped a membership leaflet through the letter box, but without result. He then lost touch with it.

In 2005 however, TROC had its thirtieth anniversary rally in Coventry, based at Coombe Abbey, and processing around the sites of the historic Standard-Triumph works. Although not Club members, Ian and Janet Simpson from Essex turned up and took part in the day, bringing with them their TDB - this very car, TNO 606. They did not join the Club because they were in the process of selling. John remembers the paintwork was looking dull and flat. He had by this time moved to Surrey, but he returned to Essex to visit them, and take some photographs which appeared in the next 'Globe'.



John remembers the paintwork was looking dull and flat. He had by this time moved to Surrey, but he returned to Essex to visit them, and take some photographs which appeared in the next 'Globe'.

The car must have sold soon after, but John had no idea until last week that it had followed him to Surrey, just a dozen miles from his new home.

Since then the car has been resprayed to a good standard in a shade of green quite close to the original Triumph Jade Green, but not metallic. John's inspection of the car revealed a number of changes: it now has an automatic gearbox; there are seat covers on all seats, and signs of repairs to the nearside rear wing. One rear door handle is missing, and the nearside front hub-cap is rusty. The battery was flat, so the engine could be started, but it is believed to be 'a runner' though it has not been out on the road for about 18 months, due to the present owner's age. The air filter has been replaced with a non-Standard version.

However, these are mostly superficial deficiencies which could easily be remedied, and the new owner would then be in a position to decide whether to keep the car as it is, with its accumulated history telling its story, or to restore it to a state closer to the as-new specification.

Picture by John Bath on his recent visit:



ACTUAL BARN FINDS - IN BARNS!

Michael Crisp has contacted us with this find, in a genuine barn which he's renovating. There's no bonnet, radiator or grille, but the rest seems to be present. It's known to have been here since about 1971, so we should not expect it to start first time...



He has the old buff log-book, the original receipt and some history. The car is TDB 4602 DL, OKX 318, which is a Buckinghamshire registration from May 1951. The barn concerned is also in Buckinghamshire, so the car may never have roamed very far at all. If anyone is intrigued, you can contact Michael on 07899 868 444; but the car needs to be removed before very long.

**MEANWHILE, IN NEW ZEALAND**

Looking very much like a barn for storage - dirt floors are actually good for car storage so long as they are dry - we have this lovely specimen. It is owned by our newest Club member Don Willan, who is undertaking a full awakening for the car. We hope to hear more as the work progresses. This is TDB 6079.

That makes it a very late TDB - they go up to TDB 6501, which Tom Robinson tells me was built on December 19th 1951, delivered to York and registered on January 7th 1952 as GDN 520, having been purchased by a Christabel Scott, of 3 Harland Road Bridlington.

My own car is TDB 5565, and I know the production date for that is September 9th, 1951. That gives a good indication of the rate of Razedged production - nearly a thousand cars in three months and ten days. Razedgeds were mixed in with Standard Vanguards on the production line, in those pre-robot days.

NEW SPRINGS FOR THE SPRING

By Gerry Mason

When I acquired TD348 in January 2007 she was running quite close to the ground at the rear. The 60 year old rear leaf springs were almost completely horizontal under standing weight. The height above the ground of the running board sill, just in front of the rear wheels, was about five inches. Over the past 12 years the ride has not been unduly affected, and I've put up with scraping on sleeping policemen and grounding on ramped surfaces. On the one occasion when I needed recovery, we couldn't get the car on the back of the first vehicle sent, because the car could not go up the ramps. A second vehicle was sent where the flatbed could be 'reversed off' to ground level for the car to be pulled onto it.

This year, I decided to give the old girl a little TLC and have the rear leaf springs refurbished. My own garage at home is quite narrow and does not lend itself to DIY car renovation. Luckily I have Colin's Garage here in my home town of Bude who are well equipped and more than capable of doing the work for me. They knew the process of refurbishment could be a long one, and they were prepared to remove the springs, keep the car on axle props in the garage for weeks until the springs were returned, and then refit them for me. Colin's Garage specialise in working on the 'older' car and, at the same time as working on my Triumph, had a pre war Rolls Royce, Austin Healey, early Mini Clubman, Hillman Imp, Morris Minor and Spitfire to keep mine company.

I arranged for South West Precision in Barnstaple to carry out the refurbishing work, and Colin was to remove and then refit the springs. The job of removing the springs was not easy. After a lot of heat, brute strength, and eventually cutting, the bolts were removed! As the bolts were not in a good condition, Colin arranged for a local firm to make some new replacements. I did contact TROC to ask if spares were available, but unfortunately, because of the cost, it does not make sense to keep this sort of thing on the shelf. I was told that new bushes could be supplied if I needed them.

I delivered the springs to SWP in Barnstaple and agreed a price of £300 for the refurbishing work including new bushes. In order to give them some measurements to work to, I gave them a copy of the plans I had showing the springs. It was not clear on the plans what the curve on the springs was, so I had to give them an estimate. I took an original advertisement photograph of the vehicle and with some old fashioned methods of pencil and ruler, worked out the ratio between the sill heights at the front and rear of the running board. The calculations suggested that the refurbished springs should raise the rear of the vehicle by about two and a half inches. Armed with that information, I left the springs in their good hands.

Two weeks went by and I called SWP for an update. The springs were still at another company being 'heat treated' and the refurbishing process would not be completed until the following week. I went off for a two week cruise holiday and as I was away, Colin collected the springs, refitted them, and the job was done. I returned home a week later to collect the car and drive it home. It was so high off the ground I nearly got a nose bleed! When I checked the height it was exactly two and a half inches higher. What a fantastic job done. The garage bill was £366 including £65 for the new bolts to be made. I now think the front leaf spring could do with a bit of TLC - that will be done sometime in 2020.



Before...

...and after.



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.

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.

FREE: WORKSHOP MANUAL Member Les Finch has recently sold his car, FSV 398, TDB 1134 DL, and a collection of spares, to a buyer in Germany. He still has a photocopy set of the workshop manual for the TDB, which he offers free to any member to collect (Bournemouth) or pay the postage. Contact 01202 531456 or mobile 07970 890 167. He says: thanks once again to all at the club for their help.



FOR SALE: TDB 986, LKB 435, in generally poor condition, is advertised for £3,000. This is an intended restoration which belongs to ex-member Stirling Beauchamp, whose health now requires the sale. The car is in the Tewkesbury area. Contact Stirling on 07886 297 410.

FOR SALE: one remaining white Razoredge from member George Wyatt, of Barnsley. He has been operating a wedding car service, but is retiring and the cars have to go. Two have sold, and one remains: a 1949 TDA in Brilliant White, GSV 949. For further details and price, please contact George on 01226 752 830. As you would expect with wedding cars, it has been well-maintained and is generally immaculate in appearance.

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 .

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. Cheshire.

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 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: 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.

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.



FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1950. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 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, 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

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;

FOR SALE: A new club member, Ruskin Spiers, is in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for years in the basement of a block of flats. Ruskin explains: “We’ve had it since about 1987 and it was put into dry storage in Sussex in 1990. It needed work / restoration then but has not changed in the last 30 years as where it lives is completely dry and warm storage under flats. The car is in the UK but I now live in Australia and hence am going to sell it. I have pictures taken from my last trip back. If you know of anyone who may be interested by all means pass on my email. Thanks.”



FOR SALE: member Les Finch bought FSV 398, TDB 1134, a few years ago and says he has made it into a good reliable runner in very fair condition; but now medical problems in his clutch foot are forcing him to stick to automatic transmission, and reluctantly he’s offering the Renown for sale at £6,000. He can be reached on 01256.

“1950 TDB & son used regularly, lots of recent history. It must have been rebuilt some year ago, and is very good underneath - very good under bonnet - very good trim. Quite happy to do a test drive - drive it home - engine rebuilt approx. 500 miles ago, oil pressure good - pictures taken this summer.”

SOLD



FOR SALE: spotted with some difficulty in Cars and Classics International - what they describe as a Roadster, but it’s a 1949 TDA Triumph 2000 Saloon with 100,000 miles stated. The car is in Italy, and looks fairly smart, but if you look closely the dashboard is de-laminated at the driver’s side and some of the upholstery looks poorly executed, so that it is unlikely to justify the £13,467 asking price. Wide white-wall tyres, please note.

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. 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.

Have you ever advertised in the 'Globe'? If so, the advertisement may still be carried in each issue. If you've still got the item to sell, or still wish to buy what was wanted, that's fine - we will continue all advertisements indefinitely if they are still 'real'. **However, if the item is no longer for sale or wanted, PLEASE tell me.** Email is easiest, and the contact details are opposite.

