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# THE GLOBE

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Those magnificent machines - restored

Our Rally finally takes place

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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**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 3-4 working days.*** Please be considerate and telephone between 18:00 - 21:00 hours UK time, and not Sundays unless very urgent.

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.

**ALL SPARES ENQUIRIES:** please contact Bob Hobbs, details above; BUT be aware that we have recently re-organised our entire spares holding. There may inevitably be delays.

Cheques should be made payable to TROC Ltd. We cannot take credit or debit card payments, but BACS bank transfers are acceptable.

**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.*

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## EDITORIAL

Dear Members,

Summer has arrived again. The sky is clear blue, the temperature soaring to levels where you need dappled shade and an occasional glass of something cold and lightly golden-coloured, perhaps imported from the Loire valley, or maybe the Prosecco region of Italy, if there is such a place. Anyway, it's important to maintain your liquid intake on hot days, by whatever route you choose. **The Club can help with this** - we have an intriguing little competition for you, on page 61, and the winner will receive three bottles of Chapel Down Kentish fizz and a signed copy of a Razoredge print by Vic Hammond, who was at one time chief Stylist of Standard Triumph.

Our main contents for you in this edition include - of course - a report from the Club Rally, where 28 of us met in friendly and interesting surroundings to exchange information, inspiration, and idle chat. It was a lovely day, and we shall try hard to find ways of repeating the experience.



In the last edition we looked at different conversions which have been carried out on our Razoredge cars, and we have since learned of another. This is NOT any longer what you might call 'Razoredge' by any stretch of the imagination, but it did start out that way - honest. Full story on page 63.

We also have, overleaf, a stern technical warning from Bob Hobbs - please read and heed - plus our catalogue of for sale and wanted including a Razoredge newly coming onto the market, and our usual collection of suggested outings in the 'What's On' section. Reports of individual members out and about are also starting to emerge from Lockdown, and the Editor will be especially pleased to have more of these to share with us all.

***Best wishes to all, and stay safe!***

*Editor*

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**We welcome new members:**

1279 Ian McIntyre, of Great Yarmouth, who we understand once owned KXB 149, TDA 1437 DL, but does not have a car at the moment; he may consider buying.

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**Our cover pictures for this issue:**

Front – Two newly-restored Razoredges at the long-awaited TROC rally in July: see p 52.

Rear – Two for the price of one! An old picture of Broadway in the 1950s, found by Tom Robinson, with a BRACE of Razoredges to adorn the picturesque village street. Sightings of our cars in old photos are always welcome finds, but to have two in a single image is quite rare.

**DO YOU REALLY KNOW WHAT YOU ARE DOING?****SADLY, SOME “EXPERTS” DO NOT!**

**Be warned, there is a sting in the tail of this article.** By Bob Hobbs

Some while ago we published an article about an issue with the starter motor on the TDA, B and C versions of our cars. This article briefly describes the purpose of some of the internal working of parts of the starter and what happens when some repairers do a bodge repair.

The starter motor on our cars spins up to speed very quickly once the starter button is pressed. This throws the pinion gear into mesh with the stationary flywheel teeth on the engine. In order to cushion the shock load to the starter there is a rubber bonded sleeve that acts as a shock absorber. Sadly these do fail after some time and can be easily replaced.

Several times recently a member has requested a new starter motor because the old one has “inexplicably failed”. In each case the cause has been the bodge repair to the rubber sleeve shock absorber. The “repair” was made by welding together the separate steel parts of the rubber sleeve. This completely removed any shock absorbing system for the motor. The end result was that the metal casting that supports the shaft of the motor was destroyed by the extreme forces that would have resulted each time the starter was used.

We have a very limited stock of these starters. At present we sell these on an exchange basis, return an old item and get a fully reconditioned motor in exchange. This should enable to support members for years to come. However, when bodesges such as described are undertaken, this stock of parts is unnecessarily reduced. This situation underlines what the TROC committee keep stating; repairs MUST be carried out in accordance with the original workshop manual.

A conversation with a member in June reminded me of the previous article and one comment that the member made was very worrying. His starter was giving trouble and the rubber sleeve was the culprit. He had talked to a mechanic who has supposedly an extensive knowledge and experience with classic cars. The mechanic stated that failed rubber sleeves are no problem. He just welds them together. Clearly there are some real idiots out there!

**Damage of this nature to one of these starters effectively writes off that starter. The damaged end is not available as a replacement item. If you know that this “repair” has been made to your starter then get it corrected before it is too late. If the Club continues to offer exchanges against this senseless damage we will soon have no stock left. This would not be fair to those who take the trouble to have their starters repaired correctly. The Club’s committee have discussed the problem and agree that we will no longer offer replacements in these instances.**

Should a member find themselves in this position, there is a potential solution which is to purchase one of the modern so called high power lightweight units available from a variety of companies. There is a version that is offered for the Triumph TR 2 to 4 range of sports cars. One of our members is believed to have converted his Triumph Roadster to have one of these high power starters. However, one would need to ensure that the starter ring gear on the flywheel has the correct tooth size and number to mesh correctly with the new motor. This would have to be verified by the member or their mechanic as the Club cannot be involved in supplying non-original parts.

Another solution might be to scan the various Internet auction sites in the hope of finding a secondhand unit that is in good condition. There is a vendor, using one such auction organisation, that sells refurbished stater motors for £350. However, they do require the old item to be returned as an exchange part.



The pictures above show the result, left hand picture, of welding or otherwise removing the shock absorbing rubber drive as seen in the right hand picture.

Bob Hobbs on behalf of the TROC Committee.

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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 the work done by a **properly-qualified** professional. Any accounts given in the GLOBE are only the experiences of members, 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.

Expert technical advice is available from Bob Hobbs, and if you consult him or buy spares from the Club, it will be much appreciated if you give him feedback on how it goes - so that we can improve our service.

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### **MY MATE SAID IT SHOULD WORK FINE...**



**RALLY REPORT: AVONCROFT ~~2020~~ 2021!**

Our Avoncroft gathering finally took place on July 11<sup>th</sup> this year, having been originally planned for 2020 but postponed because of the covid virus regulations then in force. Looking back now to our committee meetings in early 2020, when at first we speculated that we MIGHT have to postpone the 2020 rally, since this virus that everybody was talking about seemed to be quite serious - how appalled we would have been, had we known that we would only just be allowed to meet in July 2021, and that 129,000 would lose their lives in the UK alone, before that date. Still, as a nation we seem to have struggled through with a blend of British fortitude and (from some) folly. We extend our sympathy to all those who have lost loved ones, or have been seriously affected in their health or financial security.



Helping attract visitors: taken from the entrance to the Museum (JB)

After that sombre opening, let us record that the Rally was a relaxed and thoroughly pleasant event, in friendly and interesting surroundings. The Museum made us very welcome, and invited us to move from the originally-planned overflow parking field location into the main historic buildings collection: three Razoredges parked outside the tea-rooms and other shops, and the remainder circled around some farm buildings to a shady grass area nearby where we were able to picnic, chat, and discuss problems and preservation of cars.

Two immaculate Razoredges were making their first proper public appearances since completing restoration:

Mike Sampson's TDB 4609 DL, WHX 301; and Colin Rice's TDC 2222 DL, TTD 349. Colin's car is the one which has been visible in the background of Channel 4's



Mike Sampson's restoration of WHX 301 - photo by JB



'Car SOS' from time to time, as Fuzz Townshend and the annoying Tim Shaw perform apparent miracles restoring a variety of classics. (Interesting footnote - in April 2019 they did Rick Wakeman's Armstrong Siddley - and we had one of those at our rally as well! More about that later.)

Our February 2015 cover showing Colin's TDC 2222 DL in ghostly white undercoat, haunting the back of the *Car SOS* workshop. It dallied there for four whole series of the programme.

Colin's car (seen opposite) had been finished in a rich dark blue with a red coach-line, and was agreed by all to be a very smart presentation. It was still experiencing teething problems since the restoration, in the form of an oil leak, and had therefore been trailered to the meeting. Needless to say, possible causes and solutions were discussed at length - Bob Hobbs is well accustomed to holding a series of clinics of 'Could you just take a look at...' and 'I'd be grateful for your opinion on...' questions, and many feel it's one of

the most valuable aspects of the rally. On this day however, Bob’s own car - most unusually - was also providing a focus for diagnostics and discussion. On the way up, it had begun to refuse to tick-over; and if the engine fell below about 2,000rpm, it cut out. Bob had therefore been forced to exercise considerable heel-and-toe skill to keep it going at junctions, and had to endure stares from onlookers who perhaps assumed he was a ‘boy racer’ roaring the engine whilst waiting for the lights to change. In a Roadster it



might have been a more convincing impression.

Seeking a second opinion - and third, fourth and fifth... (JB)

Bob suspected a blockage in the idler jet of the carburettor, and this was exposed and investigated, without success. Since the car was still running and drivable, however, he decided not to dismantle any more deeply without proper workshop facilities at hand. He returned home without further mishap, and has since discovered that four screws holding the

main carburettor body together had loosened - after giving no problem at all for the previous 220,000 miles of the car’s long life! - and the gasket had been devoured, allowing an air leak, so that fuel was only being supplied at higher revs. We are relieved to hear that no damage has been done to the car, and the problem is now solved; LKV 541, TDC 703 DLO, is now back to purring like a lightly-lubricated sewing machine and fully fit to resume regular use.



Here, and on the front cover, Colin Rice’s immaculate newly-restored TDC, and beyond it, the Armstrong-Siddley previously mentioned, which belongs to our member John Tisi from Birmingham. His own TDC is still in need of considerable work. John is recently retired, and now plans to use his time in getting the Triumph back on the road. We hope these two recent restorations are an inspiration.

The Museum provided plenty of interest for many of our companions. There is a fascination in exploring old buildings: from the recent past, they evoke memories, and from earlier centuries they provoke us to speculation about what life must have been like in those more primitive years, free from the tyranny of smartphones and computers, but also unhappily free from antibiotics, anaesthetics and modern dentistry.



A mum and pram from the 1950s visiting our cars from the 1950s (JB)



Older members of our group were able to reminisce about life in a pre-fab, the Government's answer to the post-war housing shortage. Other buildings to nose around included a post mill, several farm barns and stables, and



Above and right: pictures by John Bath



early industrial buildings such as a chain-makers where a double row of forges lined a long low workshop. When all these were in use, it must have been deafeningly noisy and intolerably hot, as well as dangerous. We may mock current health-and-safety-gone-mad restrictions, but to walk through this building, with not a safety-guard in sight, and imagine working here, long hard

hours for a pittance, in the heat of a dozen forges and the incessant clanging of hammers on steel - I would not want to trade places.

The consensus was that there have been few of our rallies in more interesting or convivial surroundings.

We shall be back!







There was a refreshing lack of ‘Do Not Touch’ notices. We only have room here for a small selection of photographs of the site, and in addition to the buildings themselves there is a collection of machinery and carts, chimneys, telephone boxes, an AA box and other kiosks. (Did you know that ‘kiosk’ is one of the few words imported to English from Turkish?) Information boards are detailed and plentiful, and their staff very knowledgeable. Sadly, we should also record that not long before our visit, just prior to their post-covid re-opening, they had less welcome visitors: on two occasions, vandals had broken in and amused themselves smashing a number of windows. What a desperately sad thing to do. “We was bored,” I expect. None the less, we have no hesitation in recommending Avoncroft for a day’s outing.

Apart from those three cars already mentioned - the two newly-restored cars of Mike Sampson and Colin Rice, and Bob and Jill Hobbs’ slightly troubled TDC - we had three other Razoredges in attendance.



Two of these were Jim Fender’s KYY 34, TDB 727 DL, and Peter and Wendy Whitestone’s JFH 467, TDB 5475 DL; these were amongst the first to arrive and were given pride of place in the museum entrance, hoping to attract interest from other museum visitors. Both cars have made regular appearances at Club rallies and have from time to time been seen in the pages of newsletters; and both are long-standing members of the Club, having originally joined in the 1990s.

Later arrivals drove through part of the museum complex and gathered in a nearby grassed area where shade from leafy trees was available. This was welcome for most of the day, as the sun shone; occasionally it clouded over and rain became possible, but never materialised. (A pity, in a way - I was hoping it would stimulate some sales of the Club’s umbrellas; but probably we were better off without.)



Our final Razoredge attending was John Goodwin's very impressive NPB 847, TDC 286 DL, which - like Colin Rice's TDC - sports a fine red coach-line to draw attention to the detail of the razor-edge styling. Nothing like it was ever produced by the factory, but it is very appropriate to the style of the car, and certainly looks very smart.

The other classics attending our rally this year, seen ranged beyond Colin Rice on the front cover, included the Armstrong-Siddley of member John Tisi.

The Armstrong-Siddley range were finely-engineered cars, a little more powerful and up-market from the Renown, including on all their post-war models a pre-selector gearbox. John's is the Whitley 18 model, a 2.3 litre straight 6, producing 72hp. He has owned it for twenty years, and is looking forward to the day when his TDC is completed to a similar standard.

Beyond the Armstrong is the Mayflower of Paul Norton. Paul lives just a few miles from Avoncroft, and he contacted us shortly before the rally to ask if he might join us for the day,

which we were happy to agree. TROC has met jointly with the Mayflowers, or with Roadsters and Mayflowers, for our annual gathering in some years; but this year the main Roadster and Mayflower meeting will take place in September at Walton Hall, Warwickshire, on 19<sup>th</sup> September. That event is open to all Triumphs, so it's possible some of us will be going along - see the 'What's On' guide on page 60 for further details.



Paul's Mayflower dates from 1953, which makes it late in the 1949-53 production run. He has owned it for many years, and after restoration in 1992-3 it won the 'concours' award at the Mayflower rally that year. He explained that he prefers to keep the car on short runs these days - the aluminium head having long been a weak point in the car, prone to distortion from overheating.

Despite its name, the Mayflower as a car 'missed the boat' in terms of the sales markets at which it was aimed. The name was given to attract American buyers, but it completely mis-read the post-war mood of the American market: they did NOT want a compact, low-powered old-fashioned styling car - quite the opposite, in every respect. The two-door Chevrolet of the same year was \$1,629 against the Mayflower's \$1,750, and the similarly engineered and engine-size Ford Anglia was only \$948 - in the days when the exchange rate was \$4 to the pound. In the UK, the rounded Morris Minor appeared at the same time, and immediately captured the small family car market here. After 1953, the Mayflower was replaced by the Standard 8 as the Standard-Triumph small family car, until the advent of the Triumph Herald in 1959 (which was originally intended to be a Standard - hence the 'Herald' name, following on from Ensigns and Pennants.)

In Australia, trying to find a better market niche, they used the CKD (Complete Knock-Down) export kit to produce a pick-up "coupé utility" version in 1952; but even this eminently practical and attractive design failed to make any significant impact. Only 150 were made.



Triumph Mayflower Utility

These images: Wikipedia Commons



Whilst we are looking at what Australia did with the Mayflower, this is an iconic Australian painting by artist **John Brack**. It captured the spirit of the

1950s - the family relishing the freedom of the family car, able to go out into the country for "a Sunday drive." I fondly remember exactly the same event being a regular feature of our 1950s childhood in the UK, once we actually reached the privileged position of car-ownership. Although only part of the car can be seen in Brack's painting, it is unmistakably a Mayflower.



The remaining car present which deserves a mention is the 1988 Bentley of our member Clive Lungmuss. Clive also has TDB 233 DL, ERV 866, and he has been a TROC member since the very start including a lengthy term on the Committee. With Mike Sampson, he helped organise this Rally, making preliminary visits and assisting with the on-off plans as Covid precautions contradicted what we wanted to do.

The Bentley is a magnificent beast, comfortable and luxurious, and equipped with a powerful 6.7 litre motor under that long bonnet - a direct descendant of the Bentley Mark VI on which our Razoredge was styled. So, we come full circle: see overleaf.

## THAT DEFLATED FEELING

By Mike Sampson

I was going to take the Renown out for a spin last Thursday afternoon but when I got it out of the garage I discovered that the rear nearside tyre was completely flat. I must admit to being a bit disappointed as the tyres and tubes are all new with less than 200 miles on them. I took the wheel off and replaced it with the spare. On first inspection I couldn't see any evidence of a puncture so suspected a fault with the tube.

I hadn't realised how few tyre 'specialists' there are these days who are prepared to deal with tubed tyres but luckily, living in a farming area, there are one or two about who are used to dealing with tractor tyres, most of which are tubed. On recommendation of my farmer neighbour I enlisted the services of a mobile tyre specialist who arrived this morning with a new tube.

Removing the tyre from the rim immediately identified the cause of the flat. The tube had been scuffing on the rivets which fasten the rim to the wheel centre creating a hole. Modern, that is post mid-1950s steel wheels are of a welded construction and are usually airtight so don't need a tube. The other issue was that the person who fitted the tyre hadn't used a plastic ferrule around the valve which was a smaller diameter than the hole in the wheel that it goes through, this will allow movement and would eventually cause failure.



An old steel wheel - not one of Mike's - showing the central rivet-heads, and also the width of the deep central well into which the tyre bead can drop, if you drive with it completely deflated. This is less likely if you have tubed tyres.

Valve pictures - Mike Sampson.

The problems were easily remedied using insulation tape wrapped around the inside of the wheel over the rivets to prevent them chafing the inner tube. Anyone who is familiar with bicycle wheels, tyres and tubes will know that rim tape is fitted to the inside of the wheels to prevent the inner tube chafing on the spoke heads, exactly the same issue. The new tube was correctly refitted with the tyre and the fitter even suggested and used talcum powder between the inside of the tyre and the tube to reduce friction between the two components.

I have asked the fitter to return and refit the rest of the tyres correctly as a matter of safety and to avoid the inconvenience of flat tyres. I will be taking the matter up with the firm who fitted the tyres and tubes originally while the car was away for repainting. I don't expect much joy but it will be worthwhile if it alerts them to this issue.

Another day at school for me, never too old to learn something - and it might be worth bearing in mind when you come to get new tyres fitted on your Renown.

Regards, Mike Sampson

IN THE NEWS THIS MONTH

John Bath's photographs of our rally were extensively used in the report article you have just read, but he has also spread the news further afield: you will find a brief report in *Classic and Sports Car* magazine - with a rally picture. Our thanks to John for his work, and to Graham Sinagola, who spotted it.



And whilst we are on press cuttings - here is another local newspaper article picturing Graham's own Razoredge at a local show, seen in the Northwich Guardian.

Do keep spreading the word, folks - the more people are inspired to rescue decaying Razoredges into being bought and restored, or enjoyed as they are, that's a huge part of what this Club is all about, and it benefits us all.



IF YOU THINK YOU RECOGNISE THIS, YOU'RE PROBABLY MISTAKEN



At first glance, it could be one of ours, could it not?

This is in fact a Rolls-Royce Silver Dawn Sports Saloon, what they call a 'small boot' version. It is chassis SBA104, and has recently returned to the UK from Australia where it was first registered in 1950 and then lived all its life until now.

If you'd like to own it, you'll need £44,500 and you should approach the Real Car Company of Bethesda, Gwynedd, North Wales, or follow this link: <https://www.realcar.co.uk/view-cars/2474>.

## 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.)

Sunday ~~9<sup>th</sup> May~~

**POSTPONED**  
Until 19<sup>th</sup> September  
- combining with the  
Roadster annual  
rally

**All Triumphs Picnic at Walton Hall, Warwickshire.** Organised by the Pre-1940 Triumph Club, but open to Triumphs of any date, and a warm personal invitation has been extended to all TROC members by Martin, the organiser. Our Coventry member David Stansfield has been the only Razoredge in attendance in previous years, in his Limousine, but it's a very informal gathering, no booking required, and Martin hopes to see more of us. **This all takes place in the open air, and it's easy to remain socially-distanced**, so they are hoping the meeting will be able to go ahead.

21<sup>st</sup>-22<sup>nd</sup> August

**Tatton Park, Knutsford, Cheshire** - huge meeting of all kinds of car enthusiasts, with massive 250 plots of autojumble, club stands, trade stands, and a copious choice of refreshments. Open 9-4 each day.



Sunday 22<sup>nd</sup> August

Up to 100 classic cars will assemble at Blairgowrie Golf Club before a spectacular drive along quiet East of Scotland roads with glorious scenery. The route will take you through Fife to St Andrews with a lunch stop at Craigsanquhar Hotel, Logie. Then through Kinross, Glendevon, the Sma Glen and Aberfeldy finishing at Pitlochry's Atholl Palace Hotel for high tea, auction, raffle and prize giving. Contact [info@blairgowrieclassiccartour.co.uk](mailto:info@blairgowrieclassiccartour.co.uk).

Sunday 22<sup>nd</sup> August

War Memorial Park will once again be filled with over 900 vehicles at the **Basingstoke Festival of Transport 2021**. The festival includes a huge range of vehicles on static display, including classic, vintage and commercial vehicles, fire engines, military trucks, and a variety of specialist car clubs, trade stalls and catering outlets. Whether you're a keen motor buff or you just want an interesting and enjoyable Sunday, Basingstoke Festival of Transport is a great day out for all the family.

Monday 30<sup>th</sup> August

**Gosport Rally (Rotary)** £5 a car to enter, email [sec.gosportvehiclerrally@gmail.com](mailto:sec.gosportvehiclerrally@gmail.com) for an entry form.

Saturday 2<sup>nd</sup> October

**The Swiss Classic British Car Meeting** is back on this year, and Triumph and Morgan are the special guests of honour. At Morges on Lake Geneva; see <https://www.british-cars.ch/index.php/en/> for details.

Grand Tour of the  
Scottish Coast 2022

**The Facebook Group *Enthusiasts of British Motor Vehicles Built Before 1985*** is organising this nine-day Scottish tour following the Scotland 500 run. If you are interested, you'll need to join the Facebook Group, and then express interest.



**COMPETITION TIME:**

**WIN 3 BOTTLES OF BUBBLY AND A SIGNED RAZOREDGE PRINT!**

Summer is moving along, and soon we'll be missing the bright sun, the opportunities for picnics and drives to the coast. While the fine weather is still giving us a few warm days here and there, please take your camera and your car, and trek to your favourite beauty spot for a well-framed Razoredge photo-shoot.

Our 2022 TROC Calendar will need to be very good if it's to match the inaugural 2021 edition, and this little competition is to give you an extra incentive to send in some snaps. They should be high-resolution (but most modern smartphone cameras and digital cameras are comfortably up to the requirements). It doesn't have to be your own car, but priority will be given to new pictures, imaginative settings, and a picture which captures the spirit of the Razoredge in one way or another.



Vic Hammond was the Chief Stylist of Standard Triumph, and did some work on the Mayflower and Vanguard, but was most closely associated with the Standard 8 and 10.

If you are not yet into the digital photography world, we can still accept prints sent by post. (If you would like them returned, please enclose a stamped addressed envelope.) The images don't have to be perfect - we can remove blemishes like an awkward telegraph pole - but do try to frame your picture so that this isn't necessary, if you can. Consider the background, and any obtrusive items in the foreground.

For this competition, your entries need to be received by **September 20<sup>th</sup>** so that we can announce the winner in the October edition of the Globe. All photographs will be considered for the Calendar, and we shall still be able to accept additional images for the Calendar up to November 1<sup>st</sup>.

**If your car is not on the road** - we can still accept pictures, if you can find a way to compose a good photograph. We accept that Razoredge ownership is not ALL sunny days and picnics, and it would be good for the Calendar to cover wider aspects of our hobby. **We shall also be keen to include photos from all countries where our members have cars** - so overseas members should definitely count this challenge as applying to you.



Remember: for this competition, entries must be received by the Editor (contact details, as always, are inside the front cover) by **September 20<sup>th</sup>**.

**Picture: Neil Walters, Australia**

**NEWS OF OUR CARS**

Meanwhile in Poland - our member Jakub Kwater is making a superb job of refurbishing TDC 2523 DLO, which used to be SRS 306 whilst in the UK. Opinions are divided amongst the committee as to whether that is almost exactly right for Jade Green, or just a little too bright and vibrant. Jakub tells me this is adapted from a colour used by Opel, and he can let us have the exact specification if we wish. I think that if, when the great day comes for my own tatty Jade Green heap to be restored, I can get it to look like that, I shall be more than happy.



Mind you, cameras always have their own idiosyncrasies in how they interpret colour, and besides, this is indoors - colour will often look very different outside in daylight. Added to that, the one-coat metallic which Triumph used for the Jade Green cars is very elusive. A small scrape which I endeavoured to patch, on my car, looks much too dark when the sun shines on it, but much too light when it's in the shade. You can't win.

However we are delighted to see this progress, and hope that Jakub will keep us updated with further pictures and news as the work goes on.



**FOLLOWING UP ON OUR JUNE EDITION: ANOTHER CONVERSION**

No sooner did we publish our collection of all the things people do to Razoredges - from the imaginative to the dreadful, from the practical to the pointless - than another turns up, impressively different from anything we have seen before. It's certainly not what anyone could call 'razoredge'.



Wayne Tonkin explains all: "In February 2011 I obtained an Aussie special sports race car that my father, Ron Tonkin, built 60+ years ago. It's the 1957 'Triden', built up from a 1949 Triumph 1800 tubular chassis with 1957 era GM Holden running gear. The fibreglass body was derived from an Aston Martin DB3S and an Austin Healey 100/4. The car was fully restored some 20 years ago & is still looking & running fantastic. The car is now currently conditional / historic registered in Victoria (Australia).

"In 1962 this car was sold by my dad & has travelled all over Australia, 5 owners over the years, until I located it unbelievably only 30 minutes from home. It was owned by a gentleman who used this car to race at historic meetings (class lb) and he was really surprised when I contacted him about the car. My family and I went out to 'check out dad's handywork' when discussions turned in to negotiating a \$\$\$ price to buy it. Anyways, I felt it was uncanny that it had travelled halfway around the country over the previous 50+ years and had ended up only 30 minutes from where I live, amazing really! So, I bought it, ha ha...



"My father used to make fibreglass bodies for the early Elfin Clubmans and alongside some big names in the day used to race Elfin Catalinas and monos. You can see some Elfin influence in this car I think. It's a pretty amazing story that I love telling, it makes the car worth so much more for me personally and my family.

In my research over the last few years, I've been amazed with the amount of interest

people have had with dad's Elfins and this car, and the amount of 'do tell' emails I've received has been overwhelming. Anyways, there are still many untold stories about this car but unfortunately I can't ask dad as he passed away some 25 years ago."

Ron Tonkin. Images kindly supplied by Wayne Tonkin.



DELIBERATIONS, RESEARCH AND HEAD-SCRATCHING

After the Rally is over, and as we start to discover what post-Covid activities other car clubs are able to resume, it seemed a good time to give you, our members, a little feedback on the activity of your committee.

We hold our meetings on Zoom, now - which was forced on us when the first rounds of Covid restrictions made it impossible to meet in person, and it became unwise to travel to such a meeting anyway. It has turned out to be a very beneficial change. For those of you not familiar with Zoom, it is an internet-based “app” in which one person can create a meeting slot, and invite others to join it by sending them a link. On our computer, laptop or tablet, the screen sub-divides into little rectangles, and all the participants appear. This is how we held the AGM in March: the joining link was sent to all members who expressed an interest in attending, and we were for the first time able to welcome members from America, Australia, New Zealand and Ireland as well as many more local UK members than we usually see at the AGM.

For our committee meetings, the benefits have been equally positive. A committee meeting now only takes an hour and a half, instead of most of the day; there is no travel involved, and no expenses to the Club for the hire of a room. We have therefore been able to increase the frequency of meetings to once a month or so, and there is a much greater sense of working together as a team. We have decided we shall continue to use this route, even after the Covid restrictions are completely ended.

So what have we been doing, on your behalf?

At the last meeting there was a review of the Rally. We felt it was very successful in that the atmosphere was very convivial, and the venue was ideal (barring a couple of misgivings which don’t need to be mentioned here, and which we’re confident Avoncroft will put right before any return visit we might make in the years ahead.) There was only a low number of Razoredges present, but this was most likely due to the after-effects of the Covid year; the future will tell. (If, reading this, you have any suggestions, requests or enquiries, do please contact the Editor or any member of the committee - we are always ready to listen.)

We have various projects in hand to enhance the range of support which the Club can provide. Our member Colin Copcutt has kindly been able to provide a set of timber frame pieces he had made for the most difficult parts of the ash frame: the front and rear inner and outer sills, and the A-post. (There is plenty of other wood, around the rear window and inside the boot; the floorboards, and inside the doors, for example, but most of this could be made by any competent carpenter or cabinet-maker, by simple measurement.) We have arranged to have these wood-frame pieces scanned into computer template patterns, and we’re exploring options for getting examples made up; we also need to discover exactly which pieces are different in the TDC longer-wheelbase configuration. This work is ongoing, and we’re looking forward to the day when we’ll be able to make the resultant pieces, or the electronic templates, available to members.

The processing for this has not been cheap - certainly not the sort of thing an individual member would be likely to take on - but we feel this is what the Club’s there for: to share as a group the tasks which might be too daunting or too expensive for any one of us alone.



We are also investigating the possibilities for re-chroming the fuel filler cap, or sourcing them from some other car which might be close to compatible. Chroming has become much more expensive in recent years, in part because the unpleasant chemicals involved have led to tighter restrictions to ensure the safety of workers and the environment. It's also a thing which needs to be done properly, or in a few years you find yourself back where you started.

We also need to find an alternative manufacturer for replacement petrol tanks; our previous supplier having closed down and emigrated. This, too, is in hand - we have a skilled welder who is going to produce a sample tank, and one of our members has a plasma table on which the component pieces can be cut with precision.

We also discussed the problems which led to Bob Hobbs' article on page 50 of this issue; that speaks for itself, and does not need further elaboration here.

We had one item of correspondence to consider: our member Raymond Hall, from Hertfordshire, had written with suggestions for the storage of spares. He pointed out that rather than the expense of an ugly shipping container, an old caravan could be adapted and fitted out as additional spares storage. It's a good idea - but it doesn't meet our main problems in spares handling: it is not only the space for storage, but also manpower, and it needs to be skilled and experienced manpower. (Personpower, perhaps I should be saying.) There is also the point that the Hobbs family is scarcely any more enthusiastic about having an old caravan added to their land than a shipping container - quite understandably. So, we continue to search for a solution elsewhere.

(Since the meeting, we have learned that Jill Hobbs has cracked a couple of ribs - which can be extremely painful - and Bob is now chauffeuring and otherwise supporting, in addition to his many other tasks. If you're waiting for spares, please be patient! And Jill - we wish you all the best for a speedy recovery.)

Finally, it might have been noticed that we still don't have a nominated Chairperson. In the Zoom meetings, this is not really a problem, but the Chair also acts as a figurehead for the Club, and a leader who ensures everyone else is doing their bit in a co-ordinated way. We shall need to address that one too, before very long.

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**A REWARD FOR READING ALL THIS WAY:**

Maybe the Town of Bury could rethink their RSPCA sign.



**CAR NEWLY COMING ONTO THE MARKET**

From: Claire Donovan <r555cmd@icloud.com>  
 To: editor@trocltd.com  
 Sent: Fri, 9 Jul 2021 8:38  
 Subject: 1949 Triumph TDA

Good Morning,  
 I hope this email finds you well?

I'm getting in touch as we have a 1949 Triumph TDA for sale. It was bought from Bobs Affordable Classics in December 2018 for my (retired motor engineer) father to restore but sadly a dose of COVID means that his health now forces the sale. At the age of 79, he's decided to fully retire after all !

It's fair to say the car is in poor condition and will be a brave restoration! None the less, the engine would run when we bought it (hasn't been run for 2 years) and the car is a rolling chassis in order to get it winched onto a trailer. It may turn out to be a spares donor rather than a restoration but an expert eye will know. It's been dry, warm garage stored since we bought it.

The original registration was HCE 470 but sadly Bob transferred that plate before selling it (and most disappointingly without telling us despite us asking about the plate) and so the current registration is YXS 911. The original plate now seems to be on a Humber Hawk so may be retrievable if that owner can be found and is amenable.

If this vehicle is of interest to your members, we'd be most grateful if you would share the details. We're open to offers.

I've enclosed some pics of the car.

Thank you for your time.

Best wishes  
 Claire Donovan  
 07971 355104



**HCE 470, now YXS 911, TDA 270 DL**, was in the Club with member Lyndon Lewis of Gwent, from September 1983, and then more recently with John Watkins in Herefordshire until 2018, but was just in storage all during that time - awaiting the right owner to come along. **Could it be you?**

## 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:** *Triumph Cars* by T.P. Postlethwaite. A practical guide covering all models from 1937. Published 1959. In mint condition £15.00 postage included.

Also: *The Standard Vanguard and Ensign – Odhams Owner-Driver Handbook* by A.G. Douglas, published 1963. In mint condition £15.00 postage included.

Tom Robinson 07929 278 873

**FOR SALE, TDB 3873 DL, Reg LVX 246**, owned for over 25 years but no work carried out for the last 15 years. Stored remotely from where I live and partly dismantled, also included in sale parts from TDB 5372 OKJ 619 including, bonnet, 4 doors, grille, boot lid, headlights, rear wings, bench seat and other bits and pieces I found at auto jumbles. I have V5 for both cars and a drivers handbook and Vanguard/Renown service instruction manual. Originally bought as a project but now unable to complete. Would like to pass on to someone who could complete or use as spares. Not much money required, phone 01209 831029 for a chat or email [jaybe12348@yahoo.co.uk](mailto:jaybe12348@yahoo.co.uk) Located in Cornwall. (John Baker)

**FREE TO A GOOD HOME:** our member Charles Richards offers an **almost-complete set of Globe newsletters** - buyer collects. Charles is in Bidborough, near Tunbridge Wells. Phone 01892 528 231 .

**FOR SALE:** Paul Stephenson has USK 684, TDC 969 DL. Car in parts, plenty of good chrome.

**FOR SALE:** Ron Jackson in Pymble, New South Wales, Australia, is now selling TDB 404 DL - also in pieces, but it's all there and could be restored. Contact the Editor for details.

**FOR SALE:** I have got an engine and gearbox to sell. It is the 2088cc Vanguard engine for Triumph Renown. All parts are included, eg starter motor, dynamo, carburettor, exhaust manifold etc. It also comes with the gearbox. It will need a rebuild. Offers around £250 - for more information telephone Phillip Pace, on 07508 205 809. Situated in Belper, Derbyshire.

**FOR SALE:** A roadster owner in Holland has found that the spare grille that came in the job lot of Roadster spares he bought is of a Renown rather than a Roadster. As it is of no use to him he is wondering if he could make a Razoredge owner happy. The condition is used, and in need of a re-chrome, the starting handle flap is also missing, He is open for offers and was thinking that perhaps 50 Euros would be a reasonable price. His contact details



**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:** a cream-coloured TDB 4134 DL, KWK 993, which has been in the same family for 60 years and in use as a wedding car; but the owner is now retiring, selling his car repair business, and concentrating on a mini as his preferred classic. It is in good mechanical and cosmetic condition; always dry-stored. Situated in Poole, Dorset. Contact Gary Allard on 01202 738 264 or 07946 378 564 for further details; offers are invited in the region of ~~£8,750~~ now only **£7,500** or near offer - this must be a bargain at this price - but Gary needs the space. Mileage of 58,500 is known to be genuine.



**FOR SALE: Pavel Sedlbauer in the Czech Republic is selling TDC 3000 LIM**

- originally RNK 806, a British Railways special order. It was owned by TROC member number 3, Malcolm Chapman, and then by member 183 Bryan Davies, of Abbeywood, SE London, from 1978 to 1980. The Limousine model has a partition between the driver's seat and the passenger compartment, and is a very rare car. This one has been in a museum in Europe for many years, and will need careful re-awakening; but the privilege of doing so is an extremely rare opportunity.

**ALSO RECENTLY ONTO THE MARKET:** Members may remember reading about our member Tony Norris's purchase and progress pictures with HWX 806, TDA 509 DL. Tony is a professional restorer, and finds business has now become so brisk that he cannot justify spending time on this car 'on spec'. They would be happy to complete the restoration for you - but it would have to be as a paid job. The chassis is stripped and prepared, and reassembly ready to begin. For details of the current status of the car and price, contact Tony on 07817 597 880 or email at

**Stuart Walker in Aberdeen has DRS 784 still for sale.** This is TDB 1244 DL and has been on the market for some time, and Stuart was asking £6,000 when we last heard.

**WANTED:** set of TDC push-button type door handles. Contact Kerry Carr of Louisville, Kentucky, via the Facebook *Triumph Renown Restoration Group*, or through the Editor.

**FOR SALE:** Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5406 DL. This car is now being sold by PS Autos, Cheam, Surrey. They are making the repairs needed to make the car a good runner, and are seeking offers in the region of £10,000. Contact Paul Stracey on 07957 575 575 or 0208 6447 767 or by email on



**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: 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, GSG 927. 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.

**FOR SALE:** I have for sale a complete service instruction manual for the Vanguard/Triumph Renown. Also additional manuals for the Laycock overdrive unit and Wilmot Breeden door locks included. The manual is in very good complete condition – no oily thumbprints or torn pages. The asking price is £20.00 + postage (or collection available if desired). Should any of your members be interested, they should make contact by phoning 01487 898053. John Francis.



**WANTED** – the following parts for 1954 TDC: interior boot light; starting handle, rubber headlight gasket, globe badge for bumper 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 ERD 681**, engine 1677E, 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. Needs work, but we are open to enquiries and offers. Please contact John or Julie 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; email [s](mailto:s).

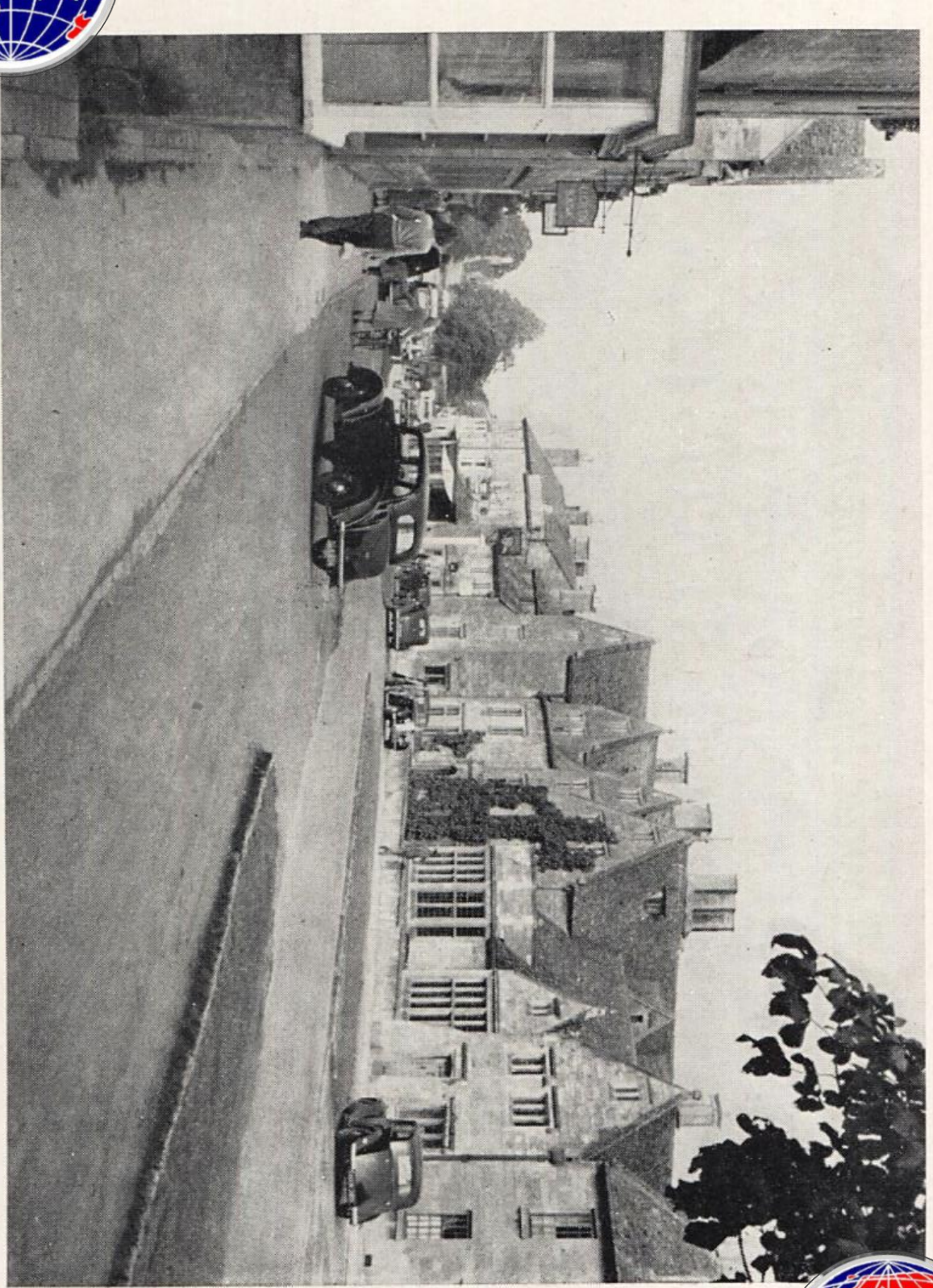


**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside 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, TD spares**, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

**FOR SALE:** A 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 many 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.” The email is:



BROADWAY

