



THE GLOBE

VOL 48

NO 3

AUGUST 2022



Old-timers basking in summer sun

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)

**MEMBERSHIP SECRETARY AND
MAGAZINE EDITOR**

Roger Stone, 1 Oak Cottages, Westmarsh, Canterbury, Kent CT3 2LS
Telephone 01304 812 511 or 07763 385 685 Email editor@trocltd.com

SPARE PARTS: Available to paid-up members only.

Note that our spares officer and all members of the committee are volunteers working on Club tasks in their spare time. Please be considerate and telephone between 18:00 - 21:00 hours UK time, on **Mondays**.

Cheques should be made payable to TROC Ltd. We cannot take credit or debit card payments, but BACS bank transfers and Paypal are acceptable. Bob Hobbs will supply details.

**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 Officers' Reports are published in February, 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.

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.

EDITORIAL

Dear TROC Members,

Welcome to the August *Globe* and our review of the 2022 Club rally. We felt it was very successful, and in the next committee meetings we shall be making our plans for next year. If you have views on the sort of event which YOU might be interested in joining, DO PLEASE LET US KNOW – email or write to the Editor, or any member of the committee. We are also looking at nominating possible local meeting-points, perhaps for a pub lunch or at a good regional show or event, in hopes of reaching out to those for whom the national rally is just too far away – in the West country, the south coast, in East Anglia or Lincolnshire; in Yorkshire or Cheshire or anywhere a bunch of Razoredge enthusiasts might find it worth a brief gathering and sharing of contact. If you look at the Rally report you'll see some of the memorable things that can come from such a meeting.

In the last *Globe*, exceptionally, we welcomed nine new members to the Club; and this time we have seven more. It is interesting to note that in their latest *Roadster Review*, chairman Tim Newing notes the same happy trend: they have had forty-four new members so far this year. They are, of course, a much larger club, because of the higher numbers of surviving cars; but even so, the increase in car sales, restorations, and active memberships is noteworthy – especially at a time when there is economic uncertainty and the cost of fuel is high.

We have become aware recently that some Club members have problems with failing eyesight. Whilst we cannot do anything about the restrictions this places on the ability to drive your car, there is technology available to help with reading the newsletter. The 2019 and later versions of **Microsoft Word** have a read-aloud capability. It is on the **Review** tab. I have tested this out, and it can hold the whole of one edition of the *Globe*, or you can highlight a page or an article, and just have it read the parts of interest to you. The voice does not sound too 'computerised' and the intonation through sentences is, frankly, very impressive. This might be of assistance with the *Globe* or with any document which can be copied into Word. If you would like further guidance on how to go about using this feature, please contact the editor. If there are enough people interested, we could create a guide, available as an attachment.

Finally, we are saddened to include an obituary, for Dick Mower, a respected member since the 1970s.
Editor

We welcome new members:

- 1294 Stephen Mainwaring in Frodsham, Cheshire, with PXS 964, TD 1874 DL
- 1295 -
- 1296 John and Gillian Crosby of St Helens, who have purchased GSG 927, TDA 681 DL
- 1297 Chris Harrison of Spalding, Lincolnshire, who has purchased YXS 911, TDA 270 DL
- 1298 Ian Bennett in Oldham, with TDC 1266 DL, XS 7842
- 1299 Keith Branson of Worthing, who has FHE 578, TDC 1782 DL.
- 1300 Dave Jones of South Chailey, East Sussex, who takes on GTH 498, TDB 5850 DL

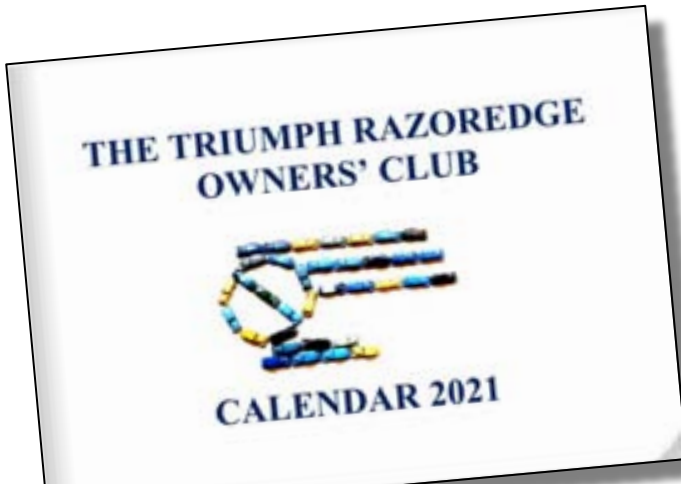
Our cover pictures for this issue:

Front – Patricia Robinson captured the perfect picture of their old car, TDC 2576 DL, with the *City of Leicester* as backdrop on the Great Central Railway at Quorn and Woodhouse Station. See page 55 for the full rally report.

Rear – New member Keith Branson will want to keep this issue for posterity! It shows his newly-acquired TDC arriving in its new home – see page 63 for the story.

APPEAL FOR OUR CALENDAR PICTURES FOR 2023

So far this year we have received relatively few candidate photographs for our 2023 calendar, so if you'd like to see your car featured, you stand a very good chance of being included.



All you need to do is submit some good pictures in high resolution, suitable to be used for a large-size printed image. Most modern smartphone images would meet the requirement. Submit it to the editor as an email attachment, by We Transfer, or we can accept actual photographs to scan in, if you post them.

Send as many submissions as you like, but only one entry from each member will go into the finished calendar.

It need not necessarily be in magnificent photogenic scenery, because we try to include all aspects of Razoredge ownership. Be imaginative, be creative!

Members who have had photos published before will be considered.

If necessary, we have plenty of great photos from the lengthy history of the Club to draw upon; but where possible, we would like to use new images not previously published. It need not be your own car, but it does need to feature a Razoredge in a picture that all our members won't mind having on the wall for a month.

Entries should be submitted by **November 15th, 2022** so that the Committee can vote upon the selection. As for the last two years, the results will be printed and distributed free of charge to all members with the December issue of the Globe.



We try to include images from as many different countries as possible.

GLORIOUS WEATHER, LOTS TO SEE AND DO, NEW AND OLD FRIENDS

Our forty-sixth annual club rally was felt by most of those present to be harking back to the ‘good old days’ in many senses. Sited at a nostalgic mainline steam railway station, we had a very good turnout – ten Razoredges plus several other Club members in moderns; including amongst us a good mix of old friends from the early days and new friends making their first rally visits. The sun shone gloriously, making us grateful for the shade of the gazebo; trains from time to time chuffed or diesel-chugged past, and conversation ebbed and flowed in clusters all around.

In addition to our Razoredges, including a half-dozen Mayflowers, there were eighteen or nineteen classic luxury Fords. I must apologise here for misleading readers in the June edition: I suggested that the Ford contingent would be the GT40 sports cars, but I was very far off

the mark, or marque. These were the Zephyr-Zodiac-Executives from the late sixties and seventies; very much the Ford equivalent of our own Razoredges, but a decade or two further along the British motoring timeline. The contrasting body-styles but similar market-slot made for interesting comparisons.

Credit must be given here to Bob and Jill Hobbs. In addition to having driven the second-longest distance to the rally (the furthest being David Shulver, 141 miles in the oldest car and only TD present) – Bob was immediately caught up by one member after another with technical queries, spares queries, and “can you have a listen to this.” He scarcely had time to draw breath all morning, and had to fight to find time for a bite of lunch. It was a tireless performance, and I never heard him stumped on any issue, though sometimes the answers to questions were longer and more complex than the questioners wanted – because we all hope, don’t we, that our problems are going to be a simple matter of adjusting the thingummy, or replacing the whatnot. Some problems really are simple, but Triumph engineering being what it is, the ones afflicting my car always attract “Ah, well...” answers rather than “All you need is...” ones. But that’s life, and that’s classic car ownership. If it was all easy and straightforward, there would be much less reward in finally getting it right.

Amongst the hot topics discussed were fuel vapourisation and alternative routes which can be used for the fuel pipe from the pump to the carburettor; E5 and E10 petrol (don’t use E10!); securing the radiator cap against theft; electric fans mounted ahead of the radiator to assist cooling; brake servo systems; overdrive conversions, and electronic ignition. There have been articles in past Globes about all of those topics, and these will be made available to members on the new website as it is developed.

There were some remarkable stories and connections to be made, visiting the cars there on that sunny day. I was able to reintroduce our Club historian and photographer John Bath to



Picture: John Bath





Picture: John Bath

what was once his own car – which he had sold just before joining the Club back in 1975. After various changes of ownership, a stint in a museum at Stondon and a change of registration plate from FRD 144 to 461 UXA, TDB 4545 DL is now in the hands of our member Len Eaves, and made what may have been its first-ever appearance at a club rally, forty-seven years after its first connection with the Club.

Here, TDB 4545 DL makes its way into the rally site, seen across the bonnet of David Shulver’s TD, and passing a couple of the Ford mark 4s.

We had some significant visitors from the early days of the Club. Nigel & Sue Orrett came to bring along some spare parts (eagerly accepted by Bob Hobbs) and other miscellanea dating from their days in the Club, many years ago. It was Nigel who had come along with his car in 1992 to work with John Bath in re-creating four of the early Triumph publicity photographs: four rustic locations which carried associations the Triumph marketing department wished to associate with the car.

The four original 1950 Triumph pictures were:



Lord Kenilworth’s gateway, Leamington Spa



Claverdon Forge, Claverdon village



Broadway Hotel, Broadway



Crab Mill Inn, Preston Bagot, near Henley in Arden



Above, two of John Bath's 1992 reconstruction of the publicity photos, with Nigel Orrett's OPD 613, TDB 1425 DL.

John added: "How nice it was to see them, probably for the first time since our enjoyable Midlands/Cotswolds jaunt to the original PR photo locations in Broadway, Leamington, Preston Bagot and Claverton Forge. It was such an enjoyable project and still firmly planted in my mind, but I could not have done it without Nigel and Sue with their local knowledge and available car."

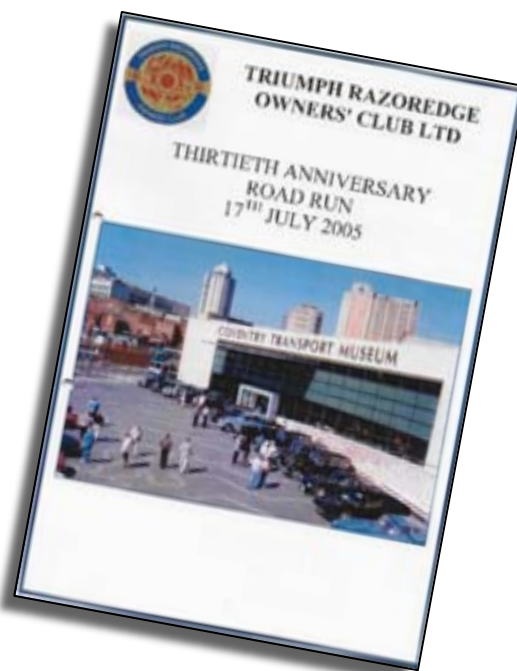
Another very early Club member at the rally, and whose car is associated with a famous Razoredge picture, was Malcolm Banyer. Malcolm has been a regular contributor of snippets and sightings for the Globe for many years; but his car is the one which is probably the most widely-seen of all Razoredges, since it was the one which served as the model for the painting by Malcolm Root of a very typical 1950s family outing and picnic scene, later turned into a jigsaw puzzle. Many Club members have a copy of this, and from time to time they still appear for sale on Ebay. The registration was altered, but it's his car.



FROM THE RALLY: A SPECIAL OFFER



An offer of an almost-complete set of recent Globes from 2004 to more recent days – here we see the issues carrying John Alldridge’s 1958 drive from Manchester to Karachi, on the cover of the February to 2004 Globe – the full



remarkable story is inside, at length – and the TROC 30th anniversary Coventry rally programme. Over the years, your Club newsletter has included some remarkable events, of great variety and usefulness, and providing a valuable insight into club history.

The very early ‘Globes’ from 1975 into the 1980s were simply a few typed pages run off on a Gestetner and stapled together, but photographs began to appear during the 80s, with colour from the late 90s, as technology improved and the Club was able to invest more in our organ of communication.

If you would like to own this collection, or perhaps just have them to peruse at your leisure and then pass them on when you’ve enjoyed them - please contact the donor, Phil Jones, and we’ll arrange delivery by some suitable means. They are stored in three large ring-binders – a decade’s worth of Globes in each.

Phil also provided some other memorabilia related to the cars and the Club, which will be described in more detail in the next edition – perhaps suitable for a Christmas extra gift?

The Club has visited Quorn station before, though not for our main Rally: in 1978 we used to have many more regional drop-in activities, and in April of that year Quorn was the focus of one of these. “A three-course lunch was served for £1.75,” according to the report in the Globe at the time. Times do change!

The ten visiting Razoredges will be listed individually in the October *Globe*. Eight out of ten made home safely under their own steam, but two needed help... not a great score.

Our thanks to everyone who took part, and helped make it such a pleasant and memorable day.

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 28th August



Razoredge
present

Hellingly Show, Hailsham, East Sussex is on over the bank holiday weekend and it is likely there will be at least one Razoredge present on the Sunday. Come and say hello?

Monday 29th August

Gosport Rotary Vehicle Rally and Family Day, Stokes Bay, Gosport. Is this a good one for TROC to adopt as our 'rally in the south'?



September 3rd-4th

Isle of Wight Classic Car Extravaganza, Ryde Harbour

Saturday September
10th

Biddulph High Street, Staffordshire – a small gathering of classics for a procession down the High Street.

September 16th-18th

The Goodwood Revival meeting 2022 – if you have never attended one of these, you might like to consider it. A huge day, masses going on, utterly memorable. Book tickets in advance.

Sunday September
18th

Crich Tramway Classic Gathering – Crich is a very special place in the history of vehicle preservation, and this is an opportunity to take part.

Sunday April 23rd
2023

TROC Drive-it-Day outing to visit our member Colin Copcutt's **Silver Leaf Poplar Railway, Lincolnshire**. Colin has a fascinating collection of railway memorabilia, working trains and engines, and two Razoredges; refreshments will be available, and we are looking for a suitable additional venue nearby so we can make a day of it. **More details to follow, but please save the date.**

Sunday 9th July 2023

Probable date of the **Club Rally, 2023**

What chance meetings and making of new friends might be here?

Or here?

Is YOUR favourite local event listed here?

(Hint – did you tell us about it?)

OLD PHOTOGRAPH RAZOREDGE SIGHTINGS

Our member Jim Fender was intrigued to see this 1960s photograph in the Woking News and Mail for June 30th this year. I agreed with him that it must be one of our Razoredges, though the resolution was too poor to be completely certain. However, when I was seeking permission from him to use the picture, David Rose was able to supply a higher-resolution picture including a little more of the street to the left.



Images courtesy of David Rose, a local historian and writer, and the Woking News and Mail.



In this second picture, the resolution is good enough to read: it is KLT 738, a London County Council registration from late 1949.

David commented that he had ascribed a date “around 1960” but since had been wondering if it was not quite a bit earlier. Could we help pin it down?

Unfortunately the vehicles in the picture are very little help. The TDA saloon must be from

1949; the boxy little van ahead of it is a Reliant girder-fork three-wheeler, also being made in 1949 – here is one currently on sale on Ebay – and ahead of that is what I believe to be a Ford Consul. You might think that this would prove a later date, but the first of these appeared in 1950 as well, the fore-runner of a long line of successful family cars. The Consul was on the evolutionary tree of automobiles that became Capris, Zephyr/Zodiacs, and Cortinas. The first Cortina model was actually named Consul Cortina, though the ‘Consul’ was soon dropped. Be that as it may, the car was, although a different shape, very similar to our own: bench front seat, column change for three gears, 72 mph top speed; even an umbrella-handle handbrake. But I digress.



The other cars further in the distance are pre-war, and don’t help us.

In short, then – we can date the picture only as being 1950 or later. Having no more recent cars in shot, and two pre-war ones visible, makes one suspect it is not very many years after 1950, but then – this is Woking we’re talking about.

Whilst we peer at old photographs, on the facing page there is a much harder ‘spot the Razoredge’ for you.

The very informative caption for the large photo is from “A Nostalgic Look at Edinburgh’s Trams since 1950” by Graham Twidale and we shall only quibble to point out that the car peeping out behind the tram is NOT a Mayflower. Keen number-plate spotters will note the near coincidence of HWS 50 on the receding Standard Vanguard and HFS 250 on the parked Morris Minor. Both are good Edinburgh registrations, from 1950 and 1949 respectively.

The upper images are the cover and one interior picture from Gavin Booth’s *Edinburgh’s Trams and Buses*, which he has kindly given us permission to share – with a Razoredge in each.

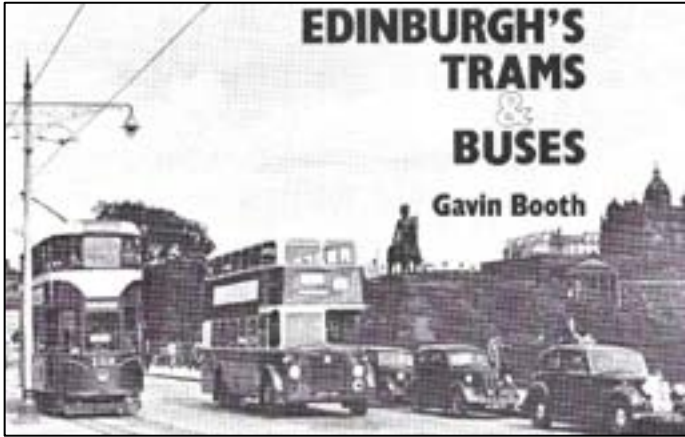


Photo credit: George Fairley

Below: A pleasant scene in Brougham Street, looking towards Tollcross in June 1954. Car No. 234 is working the No. 6 Marchmont Circle service. Note the small bin on the pavement to the left of the little girl; this appears to be one of the old Edinburgh Corporation dustbins with a hinged handle. These were provided for tenement dwellers, who had to carry their bins, principally used for ash, down to the pavement twice a week, for emptying by the dustbinmen. The motor vehicles in the picture include a split-screen Morris Minor, a Standard Vanguard, a Triumph Mayflower, Ford Consul and Bedford Dormobile. Note the sign on the left, carrying a 'motor buses stop here' notice, also the old-style road direction signs, with yellow background. LRT.

Intriguingly: is that smart box-trailer above, attached to the Renown? It appears to be. The car is GWS 48, a TDA registered in May 1949.

The car on the book's cover, however, is HWS 20?, a TDB from November or December 1950, and since it has the 'flaming torch' radiator cap it must come after TDB 3000 DL.



OUT AND ABOUT: NEWS OF OUR CARS

From the Cheshire Show in June, Graham and Susan Sinagola sent us these pictures



Graham comments: “Roger, the boot is at its furthest travel, but with some support from straps that I made from Citroen 2CV towing "rope". I managed to free up the boot lid locking catch with WD 40, just a few days ago. Didn't realise it was there until mentioned, recently, in the Globe. But I still cannot get the catch to fit into the slot. So, no, it wasn't locked open.”



On the right, HDT 506, TDB 48. This was built on 11th January 1950, and is the oldest known TDB model. It was in the Club in 2008 and again from 2017 to 2021, but current owner in Leven, Fife, Scotland, is unknown to us. His name, according to a post in Facebook, may be Alf Cassidy. It is good to see it looking so well, however.



We wrote: “A head-turner indeed: John Bath managed to snap this in on Worthing seafront. The number plate is not quite legible, but the numerals appear to be 532 – which is unknown to our records. We are sure that all will be explained in the fulness of time. If you know of the car, please do enlighten us.”



The following day, Keith Branson’s membership application arrived, and all was explained. The registration is FHE 378, it is TDC 1782 DL, which previously resided in Monmouthshire with recent club member Robert Taylor, and now moved to Worthing.



I love how well the photo works – the central character crossing the road catches our eye, and his turned head directs us to the car. But notice: almost everyone else is also facing towards it, and even the keep-left arrow on the roundabout is pointing our way. The sculpted shapes of the Worthing Theatre roof and the seafront pavilion echo the hand-made curves and angles of the car, and standing out in Old English White is merely an acceptance of all the attention.

Left: Gorazd Sifrer out and about in Maribor, Slovenia. We have quite a number of Razoredges in central Europe nowadays and the classical architecture makes a beautiful backdrop.

New members John and Gillian Crosby in St Helens, Merseyside, seen here attending their first show with



their car. Love those T-shirts! This is the third and final of George Wyatt's wedding cars to find a new home, after all three had sat on the market, unregarded, for some years. The other two were then for a while with Oxted Car Hire in Surrey, but have both recently been put back on the market; TDC 1266 DL is now with our new member Ian Bennett, and TDB 5520 DL, LRW 100, has gone to auction.



Out on a run in Lincolnshire was our member Phil Jones – who was at the Club Rally, and is the one offering a collection of Globe newsletters – here in the company of a Spitfire and also a TR2, *the* TR2 (the second TR2 made, so the commission number matches the model.) TR1 was left-hand drive and was exported to America to lead the very successful sales drive of successive TR models in the states; TR2 was the first right-hand drive built. Both these cars survive, one either side of the Atlantic.

Phil has RCV 840, TDC 1730 DL, seen here.



Another new member is Dave Jones, who has just taken delivery of GTH 498, TDB 5850 DL. This is the car which had been laid-up untouched since the sixties, possibly the longest-stored car to come to see the light of day so far. Having taken delivery, Dave is wondering what he's gotten himself into – and more importantly, can he get out again? His substantial rugby-player's frame finds it "a bit snug." All we can say is – don't change it for an Austin Seven, Dave.

Because this car has been laid-up for so long, it does not appear on the DVLA database, and Dave is working with John Bath to see if he can re-establish the original registration. This means attempting to reclaim the documentation from the original registration authority, in this case Carmarthenshire. That is fortunate, because they are one of the authorities which did not dispose of their record archives, and can provide the evidence required – for a fee.

MEANWHILE – ALSO KEEPING JOHN BATH BUSY

John has also had an enquiry from a non-member who has acquired two very dilapidated-looking Razoredges.

From Nadim Tahir: Dear John,

I recently acquired two Triumph Renowns, and applied for the log books for both of them from the DVLA.

Unfortunately, they do not have any record of them but have asked that we contact you if we would like to keep the registration marks on a non-transferable basis.

They have stated " To keep this number on a non-transferrable basis, you will need to show that your vehicle is entitled to it by checking with one of the various vehicle owners clubs".

The two vehicles which I have are as follows:

Commission No:	Vehicle 1: TDC 293DL	Vehicle 2: TDC 1727DL
Registration No:	Vehicle 1: KAX 870	Vehicle 2: MWK 5
Colour:	Vehicle 1: Black	Vehicle 2: Green

I've attached some images for you to have a look at in order to help with coming to a conclusion. I really appreciate your help, and I'm sure I may need to come back to you when the restoration process begins!

Kindest Regards, Nadim Tahir Meng



This gives some idea of the starting-point John is working from, as the Club's accredited representative with the DVLA. Our first step is to obtain any additional records the Club might have of the cars – in this case, nothing came to light, though Tom Robinson was able to add some interesting background.

“I have no details in my files for either car, sorry about that.

KAX 870. Monmouthshire June 1951. According to ‘How to Trace the History of your Car’ by Philip Riden, all Monmouthshire records are held at Gwent Record Office, County Hall, Cwmbran, Gwent NP44 2XH tel 01633 648382. They should be able to help here.

MWK 5 Coventry, November 1952. Coventry is extremely interesting. I am 100% certain that with such a distinctive reg number it would have been first owned by Standard Triumph sales division. Equally, I feel sure I have seen this car featured in road tests as reported in *The Autocar* of the period.

The new owner will have to approach the Coventry Transport Museum for a search to be undertaken for which [at the last time I enquired] they make the extremely high fee of £20! When one considers – as you know John, this outfit inherited these registers from Coventry Police FoC and we have both seen a copy of the letter stating this.

However, it seems that in both instances, the new owner will be able to verify these registrations by making contact with the appropriate authorities.”

MWK is a Coventry-issued registration often used by Standard Triumph to register cars they intended to keep as company cars, and MWK 6 is known to us – it is now owned by our long-time member number 378, Robert Hall, in Leicester. We have even earlier sightings of it, and an article of effusive praise was published in the *Globe* in February 1978 by Harold Watson, the second owner – who had indeed purchased it (for £675) from Standard Triumph at one year old, where it had been in use as a demonstrator. MWK 6 is TDC 1707, close to the TDC 1727 number shown for MWK 5.

We shall be very interested to hear further news of any of the cars listed in this edition of *News of our Cars*, and from the numbers changing hands with the intention of restorations, it looks as if Bob Hobbs and Paul Collard are going to have their work cut out in the spares shed during the months ahead.

FINALLY

Congratulations to Dave and Beryl Goring, who have been working on this conversion since 2020. One of our members, Clive Lungmuss, spotted it at the Lupin Farm Classic Car Show on August 21st.



It looks really good!



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.*

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.

The Club has recently commissioned supplies of rubber running-board strips and end-caps, which are now in stock; also door stop rubbers. Contact Bob Hobbs in the normal way.

CARS RECENTLY COMING ONTO THE MARKET:

Sadly, Mr Edward Potts, a TROC member for over thirty years, died in February. His family must now dispose of his Razoredge, TDB 6197 DL, KAA 586, which is part-restored.

The seats have been re-upholstered and most brightwork re-chromed. The car is partly disassembled and has not been touched for several years.

The car is currently near Manchester.



LIMOUSINE 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.

FOR SALE: A fine late 1954 TDC is recently onto the market in Essex.



This car has undergone recent full body-off restoration and respray; amongst the last 40 Razoredges ever built, and first registered on 4/11/1954, after the last car had been made.

TDC 2763 DL

Subframe repainted and injected with waxoyl, fully undersealed, all ash timbers renewed

Cylinder head machined to run on unleaded, steering wheel restored, new head lining, new overriders and hubcaps, new wiring loom, many parts rechromed, red leather seats re-done a few years ago.

Resprayed in Light Grey.

Workshop manual and Handbook included

Thousands spent - selling due to not using car because of other ongoing projects.

Offers in the region of £20,000.

Please contact Andy Kemp on 07983 879 424.

One of the youngest Razoredges in existence!

On the right, a pair of possible project cars offered for sale in South Wales. These are on the [Triumph Renown Restoration Group](#) page on Facebook; the blue is TDB 1706 DL, and the black is TDA 270 DL, since purchased by a Club member.



Another car sold at auction last year belonged to our member Mick Kerton.

FOR SALE: on Ebay, stored in Rushden near Northampton since the 1960s, now offered for sale for around £1,000. It's in the condition you would expect – dusty and grimy, engine has not turned in years, upholstery dry and cracked, but no body damage but it looks complete. Not previously known to the club – well, it could be. This is GTH 498, TDB 5850 DL.

SOLD, August

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.

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 the late Dick Mower reproduced in this *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

Below, Dave Goring, the man with the Razoredge pick-up conversion, offers this rebuilt engine from TDC 111 DL - he has fitted a 2-litre Pinto engine with automatic transmission. See the [Facebook page](#) for details. They also have a re-upholstered back seat, looking extremely smart. See also p 66!



See the Triumph Renown Restoration Group on Facebook for contact.

WANTED - a pair of front door cards for a TDB. The fabric can be poor as long as the backing is sound. 07748977342.

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: 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

FOR SALE: Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5850 DL. This car is now being sold by PS Autocare. They are making the repairs needed for a summer, and are seeking a buyer for £1,500. Contact Paul Stracey on 0780447 767 or by email on...

SOLD some time ago – whereabouts now unknown



FOR SALE: Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75;

Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; keith.gulliford@talktalk.net.

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 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: 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.”

FOR SALE: I’m getting in touch as we have a 1949 Triumph TPA for sale. It was bought 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. The car is in poor condition and will be a brave restoration! None the less, the engine runs well when we bought it (hasn’t been run for 2 years) and the car is a rolling chassis in order to be moved onto a trailer. It may turn out to be a spares donor rather than a restoration but anyone who knows better please let us know. It’s been dry, warm garage stored since we bought it.

The original registration was HCE and current registration is YXS 911.

Best wishes, Claire Donovan 07971 104

SOLD, July 2022

FOR SALE in Portsmouth: John Washington’s TDB 2023 DL, asking £7,995 and looking in good condition. It has seen very little activity for many years, but they have had the engine running.

Sadly the registration, MAR 521, is not going with the car.



FOR SALE: an (Rover P5B) 1800
In Mawdesley, member Paul Armstrong finds himself unable to... 46, TD 702 DL, in the style it deserves. He bought it... years ago, and at that point it was running well;... regret he has done little with it and now failing health... has to sell. Currently on Ebay, latest bid at time of... g to press only £3,100.

We also have this sad message from Claire Hawkins in Gloucestershire.

I would like to place an advert for my husband’s Renown in the Globe. Mike is still a Club member, but he has severe dementia and is now living in a care home.

My husband, Mike Hawkins, bought his Renown from S B William in 1990. It is unfortunately a restoration project that has not been touched for many years, and now it is too late for Mike. I am looking to sell it. The most recent registration number is ADM 974A (originally EDY 567). It is **TDB 3360 DL**. The car is in South Gloucestershire north of Bristol. Offers please.

Contact Claire Hawkins on 07889 144 509 or email claire@brookcottage.info.

Thank you, Claire Hawkins.

Any reasonable offer will be considered.



OBITUARY

We were saddened to learn of the passing of Dick Mower, earlier this month, at age 94.

Dick and Sheila had been members since the 1970s and for a long time supported us regularly at rallies.

We send our sympathy to Sheila and the family.

There are no funeral arrangements to be involved in but if anyone wishes to make a donation, the recipient is to be St Wilfred's Hospice in Eastbourne.

Dick was also a contributor to the Globe, and it seems an appropriate way to remember him to reproduce his comprehensive listing of the full tool kit originally supplied with the car. Some impression of his thoroughness and attention to detail will be gleaned – a fitting way to remember one of life's true gentlemen.



Dick's TDB 4197 in the springtime

TOOL KIT SUPPLIED WITH THE RENOWN

by Dick Mower

Way back in 1995 I made some sketches of the tools that were supplied as original equipment with my Renown. I thought that any members who have an incomplete set might like to know how a full set looked. I hope that the photographs opposite will illustrate this.

The AF spanners are all plain with no markings.

Open-ended types are

½ " and 9/16"

11/16" and 7/16"

¾ " and 5/8"

There are also two box spanners

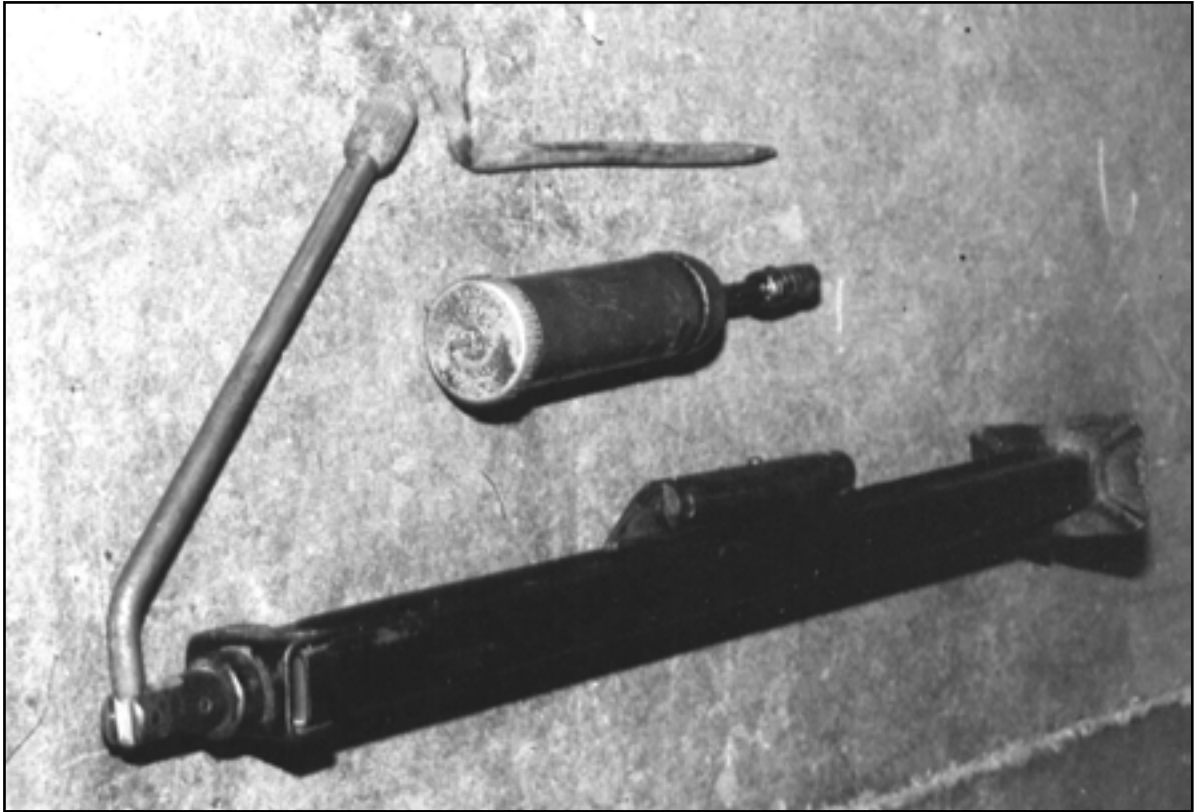
11/16" and 13/16"

½ " and 9/16"

As well as the spanners detailed above, the following were supplied and I have included the original ST part numbers.

Adjustable spanner	9472
Combination tool. Used as a screwdriver, tommy bar and nave plate remover	59427
Contact breaker (gauge and screwdriver)	52125
Feeler gauges (one set)	60126
Grease gun	54111
Jack	200115
Oil can	55033
Slip joint grips	101308
Sparking plug spanner, .69" and .82" A/F	101089
Starting handle	200259
Tool bag	55511
Tube spanner, .50" and .56" A/F	59424
Tyre levers (2)	52322
Tyre pump	30205
Tyre valve tool	52203
Wheel nut spanner	59428

I had to make a tool bag as the original one had not survived. Mine is made from a fabric type material.



Grease gun by Tecalemit part no. 621173



Pictures from Dick Mower

