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# THE GLOBE

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Restored, refurbished, renewed

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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](mailto:editor@trocltd.com) .  
**For reports through Whats App use 07763 385 685.**

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**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 Autumn, season of mists and mellow fruitfulness. The long hot early summer is a distant memory, and we are set to rake up leaves and try to keep the lawn short, despite the constant wetness of the grass. In the yard at my daughter's workshop there are two fire-beaters, squares of carpet fixed to staffs, standing with their heads in a large bucket of water. They were kept ready at hand in case a stray spark should ignite the wispy dry-baked grass covering the yard. Squelching across the yard now, it's difficult to believe it was a necessary precaution.

The turning of the seasons however is a reminder that our **Calendar Competition** for the 2023 club calendar draws to a close very soon. Details are on the following page – don't miss your opportunity to make your car a star for a month.

**Our new committee member, new website developments, and new ways to communicate:** see page 79

**Thinking ahead:** 2025 will see the 50<sup>th</sup> anniversary of the founding of the Club. If we are to celebrate this in some appropriate style, we shall need planning and preparation, so we are seeking good ideas about what our members would appreciate. It is tempting to think immediately of a gathering, but wherever we hold this, it will be too far away for 90% of our membership to attend. I'm sure the rally that year will be of special importance, but we need a way to celebrate our 50<sup>th</sup> anniversary in which **every** member can participate, appreciate and enjoy. Half our members don't even have their cars on the road. We need some really good ideas! **Suggestions to the editor, please.**

**Technical Articles index:** there is an unprecedented level of restoration and refurbishment going on, following the large numbers of car which changed hands earlier this year. With that in mind, and many new members in the club, it seemed a good idea to review the stock of technical articles which have been covered in the **Globe** over the years, and which you can download from our website. See page 84.

**NEWS: Car and Classic**, who run one of the most-used classic car marketplaces – along with Ebay and local auction houses – have devised a new system for advertising, selling, and paying for, used cars. It involves an identity check on the seller, and then holding onto the payment until the car is confirmed as transferred to the new owner; and it is called **Verified Listing**. It can't help with the REALLY big question about buying a classic – 'Is this a wonderful car to be treasured for years, or a bag of bolts which will break down every few miles and present me with huge bills?' – but at least it should help us avoid rogue traders, stolen cars, and other fraudsters. If any members use this new system, we'd welcome some feedback on your experiences.

*Editor*

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**We welcome new members:**

- I301 Martin and Penny Doughty, of Burghill in Herefordshire, with RKA 910, TDC 2513 DL, a restoration in progress.
- I302 Karen and John Barraud, of Queensland, Australia, whose restoration of 600 KAZ, TDB 4625 DL, is almost complete – see photographs within this edition.
- I303 Geoff Smith, of Stamford Bridge, Yorkshire, who has PKF 872, TDC 2374 DL, which was owned by long-term Club member Fred Farrall for many years. Sadly Fred died in 2020.

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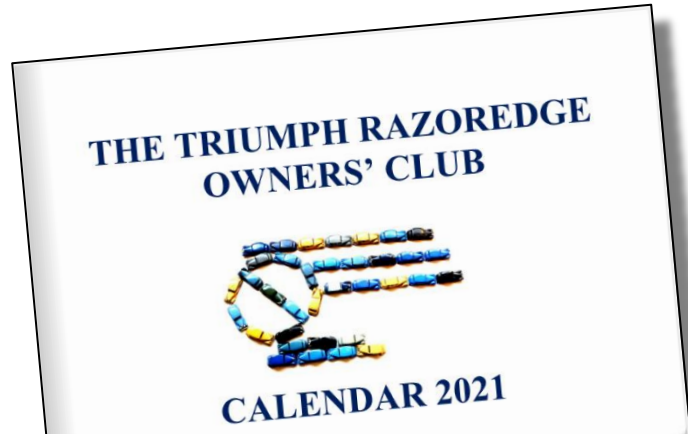
**Our cover pictures for this issue:**

Front – John and Karen Barraud's TDB looking great after their extensive work – see page 97.

Rear – One of the best-looking cars at this year's Club Rally, Phil Jones's TDC I730 DL.

## LAST CHANCE FOR OUR CALENDAR PICTURES FOR 2023

In response to last month's appeal we have received several candidate photographs for our 2023 calendar, but there is still room for more - 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 15<sup>th</sup>, 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.

## WEBSITE, WHATS APP, AND WAYS FORWARD: WE WELCOME CHRIS BLACKMAN

We appealed, earlier this year, for a member with website skills to assist in developing the Club's new website at [www.TROCltd.co.uk](http://www.TROCltd.co.uk). (The old one, at [www.TROCltd.com](http://www.TROCltd.com), is also still operational, and will remain so until all the content we need is fully available on the new site.)

Chris Blackman was the only one brave enough to put his head above the parapet, and his offer was eagerly accepted. He worked with the existing web-builder on some trial pages, and confirmed he was happy to



use the tools and page-builder software we had set up; the committee confirmed, at a meeting earlier this month, that we were very happy with what he had created so far; and as you will have noticed from the list of officers on the inside front cover of this **Globe**, he was then co-opted onto the committee.

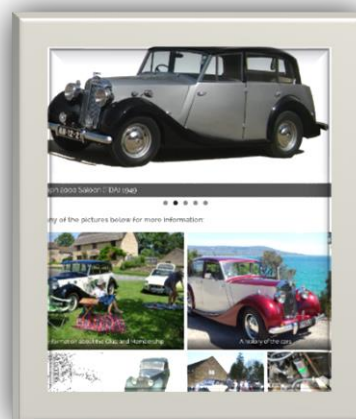
Chris's background in websites is that he has built and maintains a website for a local morris group – that's morris dance, not the cars. His own Razoredge is a fine late TDC, in rather unusual cream-and-white colouring, which he says may be revised before very long.

**If, looking at the website, you find yourself thinking “It would be good if they could...”** – then please email Chris with your ideas or other comments. We are always interested to hear members' opinions, and to make the Club conform better to our members' needs and wishes. Contact details, as for all the Club's officers, are inside the front cover of the **Globe**. The website is still very much a work in progress, and it is intended to be a growing treasure-trove of all things Razoredge. Contributions are very welcome.

**In that connection**, we are extending our communications media! The Facebook [Triumph Renown Restoration Group](#), a page not directly run by the Club but used by many of our members as well as many non-members, is already a rich source of information and pictures; but many people these days also use “**Whats App**” – a means of sending text messages and pictures by smartphone. Its big advantage for us is that smartphones can all take pictures, and sending those pictures from the phone is very convenient using Whats App. If you have a smartphone and have not yet tried it, we would recommend it. In order to send messages and pictures, all you need is the mobile number of the person you wish to send to – which will probably already be in your phone's contact list. (Once you have the app on your phone, you can set it up on a laptop, tablet or desktop computer – but you must have it on your smartphone first.)

What this means is that any time you are out somewhere and spot a Razoredge or some related photo-opportunity, you can use your phone to capture a picture and send it in to us by Whats App using the mobile number shown inside the front cover. If you want to send me a token message just to establish the connection, I'm happy with that. **We are moving with the times!**

There is one minor disadvantage however: Whats App automatically processes the image you send by reducing the resolution, to reduce transmission time and data use. It's fine for the **Globe** and for the website, but for our calendar photos we really need a higher-resolution image, otherwise the picture can become fuzzy or pixelated when enlarged to A4 in the calendar. Therefore, if possible – please submit calendar competition entries by sending the image as an email attachment. This should also be possible from a smartphone, if you use yours for emails.



## TD 3862 BACK IN THE DAY: A TALE OF TWO OWNERS, ONE DRIVER AND A TOUCH OF POSSIBLE MUNICIPAL SKULDUGGERY

Tom Robinson

In the course of my research into Razoredge cars registered in the city of Sheffield, my eye caught on one particular entry in the registration ledger, that of Thomas Anthonies, who became the first owner of TD 3862 on 3<sup>rd</sup> February 1949. I had encountered this man in my other research into senior staff members of Sheffield Transport Department.



Born 15<sup>th</sup> November 1897 in Sheffield, he began his career as a delivery boy for a chemist whilst living at 43 Duncombe Street, Crookes, but soon undertook technical education at Sheffield University and later lectured there for ten years on heat engines. His education was enlarged, and he gained admittance to several professional organisations becoming a Member of the Institute of Automobile Engineers, a Member of the Institute of Transport, and a Member of the Institute of Electrical Power engineers.

During WWI, he served in the Royal Engineers as an Ordnance Mechanical Engineer where he was mentioned in Despatches and by 1920 had become an assistant engineer with Sheffield Transport Department concerned with the maintenance of a rapidly growing bus fleet.

In 1921, he married Helen (Nellie) Reaney. They had no children.

In the thirties, anxious to advance in his chosen profession, he applied for several senior transport management posts and although short-listed on several occasions, was not successful. In the late thirties and early forties, I believe that he was appointed to the become General Manager of a South Wales Municipality, but his wife took one look at the area and persuaded him to remain in Sheffield. As I understand it, his salary as GM in South Wales would have been considerably less than that in his present senior post at Sheffield, but advancement to GM rank would have given him a first step on the management ladder. In 1943, he was short-listed for deputy GM at Sheffield, though again was unsuccessful.

In December 1946, he was appointed Sheffield's Omnibus Engineer overseeing a fleet of 450 buses and this salary increase no doubt enabled him to buy a new car. His choice fell on the Triumph 1800 Town & Country Saloon, and he ordered a Cotman Grey example from the local Triumph dealers E.W. Hatfield. Ltd. Thus TD 3862 came into his life carrying the registration number LWB 413.



By this time, he and his wife were living at *Calverdene*, 15 Roxton Road, Woodseats.

In 1950, his chief Sydney Sturman was approaching retirement and TA now became Rolling Stock Engineer and he was directly responsible for the running of almost 1000 buses and trams.

The following year, a touch of intrigue enters into the story. We find that this car, TD 3862, has now been re-registered as NWA 969 and official records show that it was bought for £975 from E W Hatfield Ltd and that Sheffield Transport Department is the registered owner. In its new guise, the car was destined for the sole use of its original owner, Thomas Antonies! I am sorry to say that no records survive to establish how this circumstance came about, but it does give one cause for thought.

My good friend the late Charles Hall, who was Contracts Engineer for South Yorkshire Transport Executive, remembered the car well. He called it a 'Razorback' model. He accompanied Mr Antonies on many trips to bus chassis and body builders and found it a most comfortable car to ride in. The Triumph was sold on 3<sup>rd</sup> May 1955 in part exchange for another saloon as replacement.

In 1957 Thomas was appointed Chief Engineer with a salary of £1735pa.

Over the next few years, he supervised the conversion of the tramcar fleet into an all-bus one, which was completed in October 1960. The following year, his old chief R.C. Moore retired - they had known each other for over forty years.

On 15<sup>th</sup> November 1963, Thomas Antonies retired and moved to 23 Bushey Wood Road. Nellie died on 27<sup>th</sup> December 1976. Thomas lived on to 84, dying in hospital on 7<sup>th</sup> April 1982. He and his wife are buried in Abbey Lane Cemetery, section M, grave No. 6848.

After all these years, it seems most unlikely that we will ever know fully how the car started off as LWB 413 and became NWA 969, still with the same driver.



*Taken off Fleet 3/5/55. STD CAR.*

**REGISTRATION OF MOTOR VEHICLES**

Registration No. NWA 969

Date Received 1.2.51 Date in Service 26.2.51 Date disposed of To Pickfords in part exchange for car UWS 815

CHASSIS: Make TRIUMPH SALOON No. T.D. 3862 DL Model "1800"

ENGINE: No. T.D. 2903 E Bore..... Stroke..... Number of Cylinders 6

H.P. (R.A.C.) 14 (1776 c.c.) Type.....

BODY: Make..... Type..... Description.....

Colour Grey No..... SEATING: Upper Saloon..... Lower Saloon.....

TYRE SIZES: Front..... Rear..... TOTAL.....

UNLADEN WEIGHT:..... Transmission.....

250/5149/80359/G60

*Issued by Hatfields Dept Registered 2.2.49*

Date Licence Expires	Amount of Licence Duty	Licence No.	Remarks	Miscellaneous Information.
31.12.51	9 12 6	0874302	Imp 14/51	Purchased Price from
31.12.52	10 -	0603056		Body <u>Hatters E.W. Hatfield</u>
31.12.53	12 10 -	3157967		Chassis <u>20925ff</u>
31.12.54	12 10 0	2464808		Total <u>Order No M6772</u>
31.12.55	12 10 0	3599598		Contract No.
10.5.55	7 5 10		<u>Refund claimed.</u>	P.S.V. Licence Expires

To E.H. Pickford & Co.  
 Ltd. in part exchange  
 for new car UWS 815.  
 3/5/55.

FITTED FOR V.H.F.  
 RADIO EQUIPMENT  
 BUT NO SET  
 PERMANENTLY INSTALLED.

This is the official record card for NWA 969. Note the error, the engine had four cylinders

I wish to acknowledge the loan of the above official Sheffield record card from Paul Fox.



**OOPS...**

In the October edition we made quite a show of the sighting and quick-snap photographing of a white Razoredge seen on Worthing seafront by our Club historian John Bath.

The registration was almost, but not quite, legible, but just a couple of days later I received a membership form from Keith Branson, who had just purchased a white Razoredge, and lives in Worthing. I was therefore happy to tie up the loose ends, and suggest Keith would like to keep the edition as a souvenir, since we printed the photograph on the back cover, the largest image space we have in the Globe.



**The trouble is – it wasn't his car.**

It transpires we have ANOTHER member living in Worthing with a white Razoredge, and had I taken the trouble to check the records carefully I could have spotted this.

I apologise to Gary Le Breuille, and to Keith and all our readers, for the confusion. I don't feel too guilty – I mean, what are the chances of something like that?

Gary Le Breuille with TDB 4134 DL, correctly identified this time.

The car looks very smart indeed, and had been maintained and owned by member Gary Allard for many years. Gary used it as a wedding car, a purpose which suits the look and style of our cars very well. We know of no less than FOUR white (or cream) Razoredges which have changed hands recently in this country; another in Blackpool; then there is another in Rome owned by Michele Rosati, and one in Cyprus, both of which have featured in previous Globes; another in Vicarstown, County Mayo, Ireland, one in Switzerland with our member Jacques Faerber, and a derelict one in our member Doug Crook's collection in Gloucestershire. Plus, probably, a few more not known to us.

## FINDING AND USING OUR TECHNICAL ARTICLES

We have several new members, and some existing members, undertaking significant amounts of work on their cars at the moment. With that in mind, it seems like a good time to remind everyone about the extensive list of previously published articles of technical guidance – how to find them and where you can download them.

**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 the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your particular car.



Even Bob's expert technical guidance needs to be accurately interpreted and applied. He always follows the official information given in the Workshop Manual, with additions bringing the information up-to-date where necessary – after all, when the manual was written they had no idea we would have the possibility of using electronic ignition timing or LED lights, that we might be running on unleaded petrol with added ethanol, or even that we might have radial-ply tyres available. However, for example: my own car at the moment is backfiring erratically. If I apply Bob's guidance from his advice on fitting an electronic ignition system, that's all well and good – **provided** I have correctly identified the problem. It might be something else altogether. Do take care!

### Where to find our past articles

If you are a long-time member and you have saved all your past Globes, you already have these; but you still need to find when the article you need was published. It's very time-consuming and frustrating having to search through a stack of copies – "I know I saw it somewhere – I think it was before we moved – I bet it's in that one edition that went missing..." (If you do NOT have an extensive collection of past Globes, but you would like to do so, please take a look in the 'For Sale and Wanted' pages because there are two sets of past Globe collections on offer, free of charge.) They make a fascinating collection, not only for the technical content – some of the accounts are truly amazing. If you have not read John Bates' tour of French scrapyards and battlefields from 1975, published in October 2017, or John Alldridge's drive from Manchester to Karachi, or the two cars which took part in the Monte Carlo Rally, or Graeme Johnson's full restoration of a skeletal wreck, taking courses to teach himself the skills as he went – well, you should. Graeme did...



Fancy having a go?

### How to use the ARTICLES INDEX

Online, there is a **Google Spreadsheet** which is available to be used by anyone. You can find it here: [https://docs.google.com/spreadsheets/d/194cPyWP-d4bjhwZw\\_Zk7UVVMpA7iVLNslSMA5BVQtfY/edit?usp=sharing](https://docs.google.com/spreadsheets/d/194cPyWP-d4bjhwZw_Zk7UVVMpA7iVLNslSMA5BVQtfY/edit?usp=sharing)

- or email the Editor to send you a link

The spreadsheet lists all the past Globe articles from 1975 to the present day, with keywords, and in categories. All cars mentioned are also listed, so you might like to search for your own and see if it has

been featured. (We regret that there are gaps in the spreadsheet, notably from 2007 – 2012, which we are still working on, but we hope these will be completed before too long.)

You can find articles of interest by using a SEARCH – perhaps for ‘restoration’ or ‘overdrive’ or ‘SYC 911’ or whatever topic you need – or by clicking a column header to bring all the articles in one category to the top of the list.

**Once you know the edition of the Globe you need**, all the Globes from 2012 to the present are available to download as PDF files from our website; or if the article is from an earlier edition, email the Editor and request it.

Taken from the Google Spreadsheet, here is a selection of the technical articles we have published since April 2012 (the date from which the back-copies are available online for downloading).

<b>DATE</b>	<b>TITLE</b>	<b>INCLUDES</b>	<b>SOURCE</b>	<b>Cars mentioned</b>
Apr-12	Gearbox	Newnes Manual	Tom Robinson	
Oct-12	Preparing for winter	Holden's guide and products	Holdens	
Feb-13	Winter Storage tips	Winter Storage tips	Jacques Faerber	TD 904 DL
Apr-13	Dashboard repair	veneer, varnish	Clive Lungmuss	
Jun-13	Work in Progress	Refurbishment - engine - carburettor rebuild - other work	Ray Gomm	GWF 90 TD 3176 DL
Aug-13	Ignition advance/retard	Timing points		
Aug-13	Ethanol in fuel: definitive	Ethanol contamination bio-fuel		
Aug-13	Ethanol in petrol report	FBHVC report detail	FBHVC	
Dec-13	Front suspension diagram	Exploded diagram front suspension		
Dec-13	Dynamo not charging	Dynamo diagnostic	Ted Broadhurst, Standard Motor Club	
Dec-13	Before and after engine restoration photo	Valves, cleaning, 1800 engine	Ray Gomm	GWF 90 TD 3176 DL
Jun-14	New Engine for 'Grace'	Bob Harman Motors, TD 1800 engine	Ray Gomm	GWF 90 TD 3176 DL
Jun-14	Tyre advice	Year marks	FBHVC	
Feb-15	Suspension and steering	Kingpins, bushes, fulcrum bolts	Graham Sinagola	APV 546 TDB 5247
Oct-15	Practical Classics online courses	servicing, MIG welding, body repairs		
Oct-15	Tool Kit	Full detail of Renown tool kit	Dick Mower	AJK 167 TDB 4197 DL
Dec-15	Care of battery	Care of battery	Bob Hobbs, Holden	
Apr-16	Technical notes	Keeping the wet-liners in place	Bob Hobbs	
Aug-16	Standard Triumph paint colours	Standard Triumph paint colours	Tom Robinson	
Aug-16	Technical Developments TDB/TDC	Technical Developments TDB/TDC	John Bath	

Aug-16	Radiator re-core	sand-blast soda-blast grit-blast Kenlowe electric fan	Ray Gomm	GWF 90 TD 3176 DL
Feb-17	Technical - brakes light switch	Technical - brakes light switch	Bob Hobbs	
Feb-17	Technical - heavy steering	Heavy Steering	Bob Hobbs	
Apr-17	Full illustrated body-off restoration	Full illustrated body-off restoration	Tomas Malan	AB 187 in NZ, 09V 0275 in Cz, TDB 5359
Jun-17	Technical: detailed guidance on bleeding brakes	Bleeding brakes	Bob Hobbs	
Aug-17	Technical Query - Oil Additives	Oil Additives	Bob Hobbs	
Aug-17	Technical Issue - radiator, anti-freeze	Radiator, anti-freeze additives	Lloyd Evans, Bob Hobbs	
Oct-17	Electronic Ignition systems	Electronic ignition, starting	Bob Hobbs	
Dec-17	Heater fan repair	Clayton, heater fan, leak	Graham Sinagola, Bob Hobbs	
Dec-17	Oils, additives	Hypoy, gearbox, lubricant	Bob Hobbs	
Feb-18	Reawakening a long-laid-up engine	engine rebuild in detail	Russ Gittings	LDT 842 TDC I 133 DL
Aug-18	Buyer's Guide	Possible problems, common problems	Bob Hobbs	
Aug-18	Overheating in hot weather	Cooling, radiator, re-core	Bob Hobbs	LKV 541 TDC 703 DLO
Feb-19	Endoscope suggestion	Endoscope suggestion	Les Finch	
Feb-19	Restoration so far	TDA body off chassis wiring loom	Tony Norris	HWX 806 TDA 509 DL
Apr-19	Electronic Ignition systems	Distributor, timing, adaptations	Bob Hobbs	
Jun-19	Oh dear - what happened?	Improvised SU carburettor	Ebay, Bob Hobbs	
Jun-19	Brake Fluid	Which to use	Bob Hobbs	
Aug-19	Cold-starting manifold flap	Technical spot	Bob Hobbs, Mick Harris	
Oct-19	Four weddings and a fuel pump	fuel pump, diaphragm membrane	Michele Rosati, Mick Harris, Dirk Devogeleer	Unknown white RE in Rome, MYX 791 TDC I 126 DL, TDB 1425 DL
Oct-19	<b>Age of tyres</b>	<b>Tyre safety, age code on tyre wall</b>		
Oct-19	Guidance driving a Razoredge on modern roads	Maintenance, walk-around, DVLA HGV safety, instruments, braking distance, contingency, breaks in journey, change driver, keeping records		

Oct-19	Inlet manifold heater flap	Engine history	Gordon Phillips, Bob Hobbs	
Oct-19	Day in the life - committee	TDB engine donation, Falmouth, Cornwall	Bob Hobbs, Andy Hayes	
Dec-19	New Springs for spring	Re-tempering leaf springs	Gerry Mason	KPL 915 TD 348 DL
Dec-19	When you think you've seen everything	Distributor shaft drive sheared	Mike Sampson	
Dec-19	The factory-fitted radio and clock	member query radio alternatives clock, and engine appeal	David Mann, Bob Hobbs	
Feb-20	Car Fires - caution	Extinguishers, emergency, foam or dry powder	Garry Cole, Ray Finn, Bob Hobbs	
Feb-20	The Overdrive Gearbox	Driving with overdrive	Bob Hobbs	
Apr-20	Globe Articles Index	<i>THIS DOCUMENT, launched 1/5/2020</i>	TROC	
Apr-20	Car undergoing work	USA spares	Terry Telke, Allison Hartwell- Stewart	TDC 2060 LIM, MLU 795 TDB 6143 DL
Apr-20	Out and About	Spares received and fitted	Pierre van de Luytgaarden	FTP 8 TDB 1784 DL
Apr-20	E10 fuel consultation	Ethanol	FBHVC	
Jun-20	Breakdown - clutch linkage rod	Lubrication	Pat Saunders.	OPJ 972 TDB 245 I DL
Aug-20	One member's story	Japanes Jaguar Mitsuoka Viewt; engine and bodywork restoration; tyres; solenoid mounting.	Graham Potter	NOE 619 TDC 2140 LIM; OLH 281 TDC 2406 DL
Aug-20	WHK 467 Continuing Story	Restoration in Switzerland	Bernhard Ruest	WHK 467 TDC 1507 DL
Oct-20	Work in progress	Respray, sourcing parts, colour	Mike Sampson, Brendan and Mike Little	WHX 301 TDB 4609 DL, PVF 730 TDC 2573 DLO
Dec-20	Fanbelt breaking	Fanbelt faults, technical	Robin Hewat, Bob Hobbs	
Apr-21	E10 petrol introduction	FBHVC, ethanol, fuel		
Aug-21	Do you really know what you're doing?	Starter motor damage	Bob Hobbs	
Aug-21	Tyre damage from wheel rivets	Tube, tubeless, centre well, tyre bead	Mike Sampson	

## EXPLORING MODEL RAZOREDGE CARS

A photo submitted recently as a possible reserve calendar image showed some Dinky and Lansdowne models, with a note that they belonged to our member David Shulver. David has a very fine TD, and is a regular at the annual rally.

The registration plates on some of the Lansdowne models were visible in the photograph, and I was intrigued to recognise one – since I had recently added the full-size car to our 'For Sale' listing. This was SYC 911, TDC 2763 DL, one of the very youngest of our cars, being sold by Andy Kemp, in Essex. We contacted David to ask if he knew how the registration came to be featured on the Lansdowne model.

Morning Roger,

The photo you had from John Bath was taken at Sudeley Hall, TROC rally back in 2006. I think Jennifer Langton asked for memorabilia connected to our cars to be taken along, so I brought a selection of my collection of models. You are correct that the models in foreground are indeed Lansdowne, and the registration plates are as supplied with these models. The one you cannot quite read is LDM 8, I don't think this number plate was issued to a Triumph but it was the 8th model that Lansdowne produced hence - LansDowne Model 8? I have 2 of these models with LDM 8 as the reg plate (see attached photos). One is the first I bought at a Toy Fair 20+ years ago when I first started collecting the Dinky cars. This one is in the early green box, the 2nd is in the later larger white/creamy box. I've taken photos with all models parked on top of their respective boxes with end flaps to be seen with each. The 2nd LDM 8 was produced in the wrong grey/silver paint; it is dark grey. The end flap on this model has a handwritten mark saying obsolete V.Dark Grey - I was told this was withdrawn from sale but apparently a batch of 25 was produced before the mistake was noticed or rectified. I don't know how many went on sale or got sold but this is rare (the seller had 2 on sale at the time).

If you look at the black one - SYC 911 ( in smaller green box ), you will see that the label states DEALER SPECIAL MODEL . I was told this is quite rare and only a few were produced, again I bought it over 20years ago paying only £45 from memory. This colour model is not on general sale I think?

Included in the 7-model photo are 2 Lansdowne Roadsters reg. no EUX 634 and TRI 48.

As you know I have a large collection of the Dinky 40b / 151 Triumph models, two of which I bought together at a Toy Fair. Both have number plates attached front and rear. Both are 2nd castings and in perfect condition (but not boxed ). One in light blue reg.no USF 182 and the other beige reg.no YRW 265, someone must have plated these years ago - but are these reg. numbers real? Maybe someone owned both and put the plates on these models. Photos attached.

The Triumph Mayflower in front is an Illustra model in green, reg.no NMH 1.

I hope all the above is helpful to you, I also attached 2 photos from Quorn & Woodhouse Rally - I think you had gone when steam roller came along levelling the car park - and the other one from our overnight hotel stay ( Rothley Court ) on the Saturday evening.

Kind Regards, David

None of the other registrations David mentions are currently recognised on the DVLA website, which probably means they no longer survive as roadgoing cars today. However, the maroon/red colour model is interesting: the registration it has been given is KKV 555. No such Razoredge exists, to the best of our knowledge; BUT the prototype limousine built on 14/6/1951, commission number X497, was registered for road use and testing, and that had the registration KKV 550. This seems too close a connection to be



coincidence. The actual car was eventually scrapped at Carisbrooke on the Isle of Wight. (Thanks to Tom Robinson for this little gem of historical research.)

However, we had no further knowledge of how it came about that the “dealer special model” came to have the registration of TDC 2763 DL. Perhaps the future will enlighten us.



**REMAINDER OF OUR RALLY REPORT**

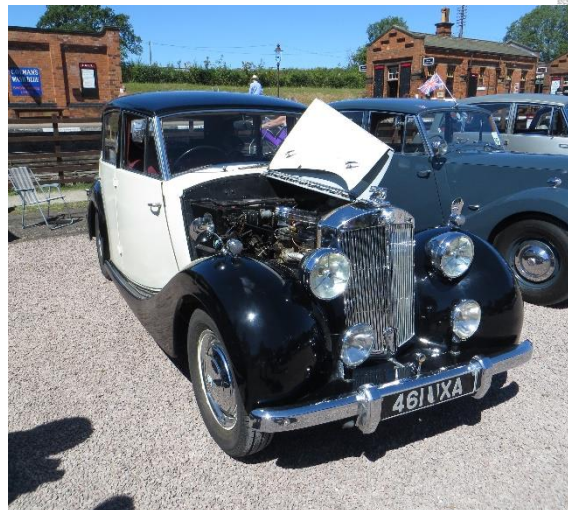
In the previous edition, we were only able to include some of the pictures from that convivial and sunny day. We like to include pictures of each of the cars attending, so here they are.



David Shulver's TD 2125 DL is seen here at the hotel he had selected for the Saturday night; David also provided the snap of the visiting steam-roller pictured above.



On the right, committee member Mike Sampson with his TDB 4609 DL. In the green cap, John Bath, club historian, publicity secretary and our accredited DVLA rep for attesting to re-registrations.



Left is TDB 4545 DL, now wearing 461 UXA but originally registered as FRD 144. Under that plate, it had been John Bath's car, back in 1975, so this was a very nostalgic reunion. It passed through several hands after leaving John, but is now with current owner Len Eaves, in Derbyshire.

To the right, NXU 718 is Derek Eastwood's TDC 1556 DL. We had three cars present in this striking cream-and-black livery, but notice that Derek's bonnet is black, whilst Len's has gone to the same cream as the sides of the car. We have a forthcoming feature on the various arrangements people have chosen for two-colour cars: some, you will be very surprised at – including the original Triumph design. Whichever way owners choose, however, the cars invariably look very smart, as here.







Our third black-and-white is David Stansfield's limousine, TDC 2126 LIM. When I had only recently taken over the editorship, the previous owner, the late Derek Mitchell, had wanted to take this car to the annual rally, but doubted he was well enough to drive the distance from south Essex to the Midlands. Since my own Razoredge was off the road at the time, I volunteered to drive it up, but in the end other arrangements were made.

I have since been told I was very lucky: in the Limousine model, because of the fixed glass partition, the front seat is also fixed, with no forward and back travel. At 6 feet 3 in height, I would have found it an uncomfortable trip.

STJ 782, TDC 2576 DL, is a car well-known to these pages, having belonged until recently to Tom and Patricia Robinson, editor of the newsletter from 1975 to 2012, and still a very active committee member. It was he who had conducted all the booking arrangements for this rally with Quorn and Woodhouse Station and the Great Central Railway trust.

The car is now with his nephew, Robert Ward.



Clive Lungmuss has been a regular rally visitor for many years, having joined the Club in the second year of its existence; though recently he has often turned up in his Bentley, which is easier to drive. This year, however, we were treated to a welcome reappearance from TDB 233 DL.

The final two Razoredges present were the immaculate TDC 703 DLO of our Technical Officer Bob Hobbs, which has often graced the pages, so that I hope he will not mind our omitting a picture today; and on the back cover of this issue, the very impressive TDC 1730 DL of Phil Jones, finished in a metallic silver with a slightly green tinge – a champagne car, if ever there was one. A magnificent showing.



David Mann acquired TDB 3796 DL in 2017 and now relished the chance to bring it to a rally.



## FROM PHIL HEYCOCK: RAZOREDGE DREAMS

My love of the Triumph Renown started back in the mid 1970's when I was about 15. At that time my mum and dad used to visit an elderly relative in hospital and my dad got talking to the old chap in the next bed and they would often give his wife a lift home. The when the old guy died his wife didn't know what to do with his car but wanted my dad to have it for all his kindness. Dad didn't want to accept such a gift but I kept on badgering him to go and look at it and I recall peering in through the garage door windows to see a big black car which was very square at the back but had a vintage front. Eventually my dad agreed to pay a notional £15 for the car and one day when I returned from school a gleaming TDC with the registration POF 456 was parked outside our house in Weston super Mare. At time we had no garage or parking at home.



My dad was in his 50s when he learnt to drive and from what I remember (and what my mum who was our main family driver used to say – he neither liked driving nor was that good a driver!) Our family car at the time was a 1970 Austin 1100 in which I eventually passed my test when I was 17. So maybe it wasn't a surprise when a day or so later I discovered that dad was afraid of the car and had sold it to a young mechanic in our local British Leyland dealership. I was heartbroken, having not even been out for a ride or even sitting inside. I saw the car a couple of times over the next few weeks, now hand-painted white and with town and country 'tractor tyres' and with a very noisy exhaust. Maybe it had looked better than it was mechanically but certainly the car deserved a better fate.

Anyway, fast-forward to 2022 and whilst I had a TDC Lansdowne model on my desk which my wife had bought me decades ago, I still had a big space in my heart for my own full-size Renown. In 2021 I started emailing Roger Stone who encouraged me to join the club and this spurred my searching. I knew POF 456 had gone to Swansea as I had tracked her down in 2002, and although she had been restored, was then sadly involved in an accident and is no longer with us. However, in May this year, I did head over to Ireland for a day to see a very nice black TDC, and then ironically a partly hand painted white car in Horsham. Both had reasons for not buying but it was only when I looked to see if there had been any price change on the Horsham car that I noticed one coming up at an auction in Colchester within a week and it had only been posted online a few days before.

I made arrangements to bid online but, in the end, did the 450-mile round trip from Somerset to Suffolk with my mechanic son. I had chatted to the auctioneers quite a bit before deciding to make the journey and they were expecting us. We arrived to see the barn full of 20 or so gleaming MG's, Jaguars an Aston Martin, Austin Healey, a 1959 Bentley SI Continental Flying Spur and a 1962 Massey Ferguson tractor and at the back a very dusty unpolished Black 1951 TDB called Ruby. She was sitting next to a sparkling white 1948 Triumph 1800 Roadster which belonged to the sister of the vendor of the Renown.



I wasn't expecting the car to start as it has been in a garage for quite a few years, the owner having moved abroad. Helpfully one of the firms I contacted to get a quote for bringing it to Somerset had retrieved it from a residential garage nearby and was able to give me some helpful assurances. Anyway, with a battery pack attached we were able to turn the engine over and all the electrics were working.

Having made our minds up that Ruby was the one, we headed back to the auction house for the 12 noon start. The auctioneers normally sell furniture and antiques, although they did sell Princess Diana's 1981 Ford Escort last year. As the start time approached, we sat outside watching people coming in trying to

work out what they would be bidding for. Inside there were about a dozen people mostly sitting on antique sofas, and a couple of telephone bidders, plus the internet. Lot 1 was the Roadster with a guide price of £14,000 to £16,000. There was one bid from outside the room for £10,000 so it went unsold. (I think it subsequently sold afterwards for £12,500).

The auctioneer started the Renown at £3,000 but there was silence and I held my nerve knowing that he knew how keen I was and how far we had travelled. He dropped to £2,500 and bidding started at £100 increases. I made sure that I put in a higher bid immediately. The other bidder was on the phone. I was aware that the registration PPJ 45 might have had some value without the car? The other bidder tried to reduce the increments to £50 but I came straight back in and the hammer fell for an amazing £2,900. I could not believe what had just happened and I have no recollection of how much the next few cars went under the hammer for. It was my first time at a car auction and it felt so nice. The guide price was £3,000 to £4,000 so I guess the vendor was OK with this.

We stayed to the end of the auction and then settled up and collected a huge file of paperwork for Ruby. This included the original purchase invoice from F W Mays of Dorking totalling £1,342.17.11d, and the Triumph Guarantee and the Covenant that the first owner Mr F Yuill had to sign to say that if he sold the car within 2 years, he would be required to pay the dealer £578. This was because most cars built in the UK in 1951 were still for the overseas market and you had to be a Doctor, Vet or similar to be allowed to have a new car! I also have the Exchange and Mart newspaper from 1976 when she was listed for sale for the first time since new for £485.

Ruby arrived in Somerset by trailer on 5 July and was delivered to my son in law's garage for recommissioning. However, with a few hours the guys had the engine firing up and were carefully driving her around the yard. I had my first drive too and I was able to start giving her a good clean. She is in remarkably good condition and although the paintwork is a little tired in places and has the odd mark here and there, has cleaned up well, as has the chrome. Mechanically the main issue was a leaking petrol tank but this has now been fully refurbished and refitted with an additional filter. The club supplied me with new brake fittings and an exhaust manifold but the steering parts needed were already in the boot. On the back seat was an unopened roll of headlining which will be one of my tasks.



As I write this the final jobs are being sorted and by the end of August, I should be able to use her carefully and then she will head back to the guys to ensure all is well



It's funny how things work out. I realised the other day that I am now at exactly the same age as my dad was when he albeit briefly had the TDC in the 70's.

I have really appreciated the support I have had from the clubs' officers and it was great to be able to attend the 2022 rally with another Somerset owner, knowing that back home after all these years I now have my own full-size Triumph and I am so looking forward to driving her on a regular basis.

Phil Heycock with TDB 4822 DL.

Phil has since had the necessary work done and has begun to use the car – see overleaf.

**OUT AND ABOUT: NEWS OF OUR CARS**

Continuing Phil Heycock’s story from the previous page, he now has the car tentatively on the road – looking very good. He writes:

I have Ruby at home now and I'm giving her some short trips around my village and on an old Roman Road up on the top of the hill overlooking Bleadon to find any glitches. Once I have done around 100 miles she will be going back to the garage to fix anything not right. So far I have found a flat spot on the engine and the fuel gauge is not showing more than a small amount of fuel. I live in a very quiet cul de sac of 1960s bungalows so she fits right in. It's so lovely driving her on every dry day we have. Some pics attached. Best regards, Phil.



Roman roads are good – no bends!

In Australia, Tony and Denise Allen had offered to use their TDB I352 DL as a possible choice of car for a friend for his graduation night transport. So which would any self-respecting young man go for?



No contest.

Our new committee member Harry Beacall met David Stansfield at Kettering Steam Rally, Friday 30<sup>th</sup> Sept.

Readers will also spot David's Limousine amongst the cars at the Club rally: he is one of our most active members.



Our Cheshire member Graham Sinagola was out with TDB 5247 DL at a heritage open day at the Red Lion Salt Works near Northwich, in company with the Morris Owners' Club and the TR club. The collection of pre-war Morrises was impressive. In the picture below, from right to left: a 1939 3½ litre saloon, a 1934 1300, a nice maroon soft-top from 1937 (rather under-powered for its looks, with a 918cc engine), then the saloon version of the same car, originally from my own neck of the woods, Kent-registered; and finally a

recently-restored 1934 saloon. One wonders how much more, or less, difficult the extra twenty years of age makes, in maintaining and driving such cars. If any members can give us personal experience in this, please write in.

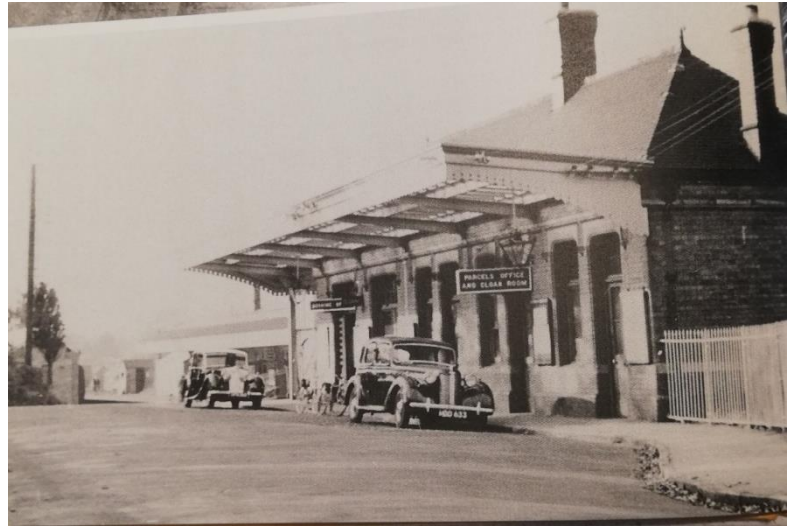
The Red Lion Salt Works has a very long history: the extraction of salt here was an important industry in Roman times. It was more recently served by the Trent and Mersey canal and nearby Anderton Boat Lift, and later by railways.



Another little gem in Britain's rich historical legacy.

Mike Sampson writes:

I had a day out on the Gloucestershire & Warwickshire Railway on Tuesday as part of my birthday present from back in July. The ticket was for an all-day rover with travel from Broadway to Cheltenham race-course. A very enjoyable day on this restored part of what was the Stratford upon Avon to Cheltenham line. Whilst there I spotted a book about the history of the line and when I got home I found a second-hand copy on the internet at a good price and decided it would be worth buying to find out more about our 'local' line. The surprise bonus was in finding a picture with a Renown parked with an Austin 16 at Cheltenham Malvern Road station. I've attached a copy of this photo (attributed to the National Railway Museum) together with a photo of the book's cover. You never know what you will find, usually by accident!



Regards, Mike



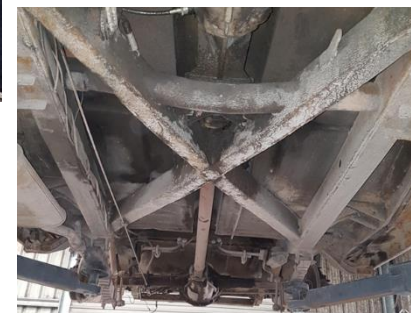
Finally, two more trips out enjoying the sun: the white TDB is that of Gary Le Breuille, from Worthing, who appeared in this issue on page 83, seen here at a local meeting; and then two quintessentially English pictures from Robert Ward, who certainly has an eye for the perfect setting. Stunning!

**ANOTHER SUCCESSFUL RESTORATION - SEE FRONT COVER**

In Australia, we had been watching the progress of TDB 4625 DL, KAZ 600, with interest but a little trepidation. The car was known to have been with one owner for many years, much-loved but falling into disuse through the age of the owner; and it then appeared for sale in the Queensland press.

Such a history often provides a challenging restoration, but I was reckoning without the Aussie "Oh yes we can" attitude. John and Karen Barraud have bought the car, and it's now coming to completion. They have kindly sent some photographs showing the extent of the work.

Magnificent. Congratulations, and thankyou for sharing.



## 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.)*

11<sup>th</sup>-13<sup>th</sup>  
November

**Classic Car Show at the NEC, Birmingham.** Huge event, several halls full of displays, trade stands, demonstrations and such like. There will be several Triumph clubs from the Triumph Register represented, but no Razoredges this year, so far as we know. Tickets are quite pricey at £31-£38 per person – but then what isn't, these days, for a big event like this? [Ticket details on the website.](#)

Sunday April 23<sup>rd</sup>  
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.**

May 20<sup>th</sup>

**Walton Hall Picnic weekend** – an all-Triumph gathering in our 100<sup>th</sup> anniversary year, details to follow. Camping possible; dinner at Walton Hall.

10<sup>th</sup>-11<sup>th</sup> June

**Celebration of the 100<sup>th</sup> Anniversary of the founding of Triumph and of MG cars – Silverstone** – details to follow.

Sunday 9<sup>th</sup> July

Date of the **Club Rally 2023**, details to follow

**Is YOUR favourite local event listed here?**

(Hint – did you tell us about it?)

## AS A REWARD FOR READING THIS FAR

(You do realise this is a joke, right? Please?)

Though: some people in the 1950s really used to do this, because the law on tyre wear just related to the depth of tread. On heavy truck tyres, it was quite accepted and normal, because they were made with such a thickness of rubber that it was feasible.

We also had 're-treads' available as a cut-price way of replacing your rubber. A new tread surface would be moulded over the carcass of an old, worn tyre. They are still legal in the UK (although the sort of re-grooving shown in this old advert is definitely NOT). The process of remoulding a used tyre is highly technical – tomography scanning for defects in the carcass or faults in the tyre cord – and the new tread surface is bonded to the carcass in a kiln at 80psi, 240 degrees, for four hours. They are put to the same tests and expectations as new tyres.

## RE-GROOVE YOUR SMOOTH TYRES

Smooth tyres are illegal. With this simple British-made tool you can re-groove them almost like new in a few minutes to any pattern. No injury to tyres, less likelihood of punctures. 5,000 safe miles added to tyre life. Quick. Easy. A boy can re-groove perfect non-skids at first attempt. Ask your dealer, or send 4/9 (post free).

**D.D. TYRE GROOVER**  
(Wide Groove Adaptor—cuts grooves  $\frac{3}{8}$  in. wide—and 3 wide cutters  $1\frac{1}{2}$  extra).



D.D. DISTRIBUTORS, 59, NEW OXFORD ST., W.C.1



However, two-thirds of the cost and materials used in tyre manufacture goes into the carcass, so recycling that structure with new tread rubber makes ecological sense as well as economic sense, if you are comfortable with the idea.

## 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@troctd.com](mailto:editor@troctd.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 seal rubbers. Contact Bob Hobbs in the normal way.**

**Paul Gibbs offers a failed restoration car FOR FREE – to someone intending to rebuild.** This is TDB 2538 DL; Paul's own efforts stalled some while back. Contact him on 01225 481507 or 07881 342 259 for details. The car is located in Bath, Somerset.

**RARE OPPORTUNITY: 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~~ £17,000.**

Please contact Andy Kemp on 07983 879 424.

**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 III** 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 details.

**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 [Kreativeautomotive@outlook.com](mailto:Kreativeautomotive@outlook.com) .

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

**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** 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: £1800 (Town and Country Saloon)**

**SOLD, May 2022**

In May 2022, ex-member Paul Armstrong finds himself with a Rover P5B MSL 546, TD 702 DL, in the style it deserves. He bought it some 14 years ago, and at that point it was running well. But to his regret he has done little with it and now failing health means he has to sell. Currently on Ebay, latest bid at time

of going to press only £3,100.

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

My late 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. 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

**Any reasonable offer will be considered.**



