

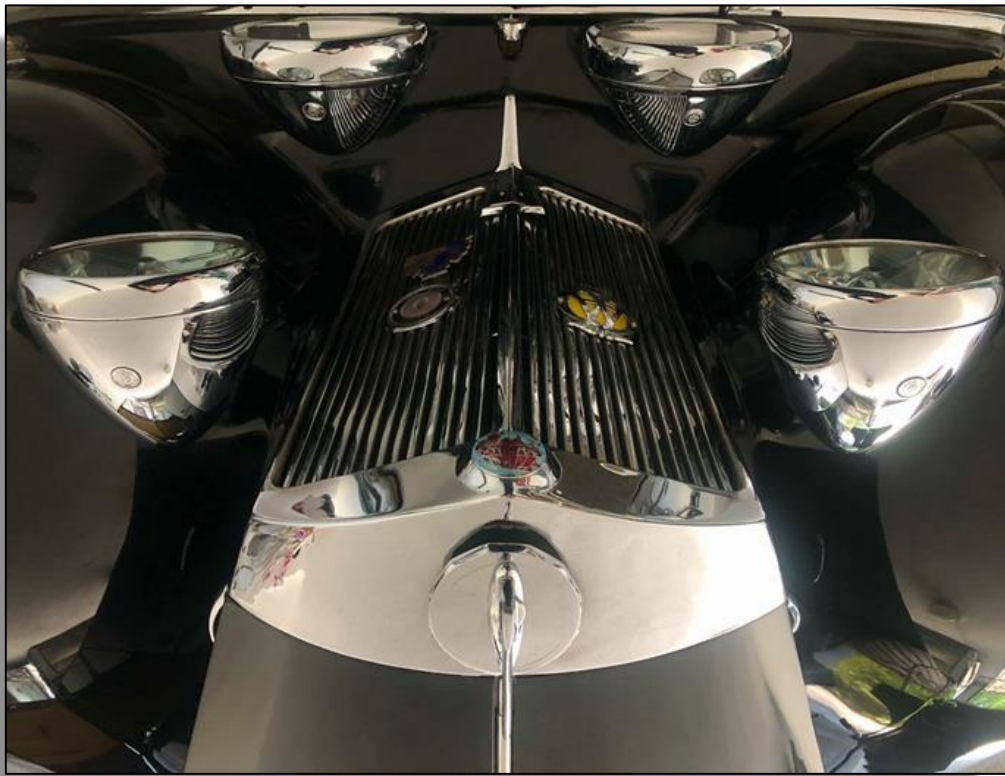


THE GLOBE

VOL 48

NO 5

DECEMBER 2022



That's different!

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)

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For contributions through Whats App use 07763 385 685.

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,

As you will have noticed, there are nine of us now on the Committee to wish you a **VERY MERRY CHRISTMAS**, and this seems an appropriate moment to conduct a little review our Club committee and membership. In addition to the six remaining whiskery old guys who have been here forever, we have Harry Beacall shadowing and supporting Treasurer/Secretary Bob Parsons, Paul Collard who intends to take over the onerous duties of Spares services from Bob Hobbs, and Chris Blackman who is already achieving great things building our new website. We still need more! You will find the review overleaf, along with some possible ideas for future developments and ways in which you can help move the Club forward and keep it relevant to the needs of our members (that's YOU too).

One extra venture we are taking on next year is a visit on **Drive-It Day** (April 23rd) to our member Colin Copcutt in Lincolnshire. Colin has a fascinating collection of railway memorabilia, including working engines on a section of track. He has a background in railway engineering, and was also for several years our Technical Officer for the TD and TDA models (he has one of each), so if you have questions – bring them along. The location is quite remote, but Lincolnshire's level lightly-used roads make the perfect driving environment for our cars, if you decide to turn up in your Razoredge. You are still very welcome to come along, however, if you're in a modern or an alternative classic. Light refreshments will be provided, and toilets will be available. Directions and more details will be in the February **Globe**.

There are more new cars available in our FOR SALE AND WANTED pages. Exciting times!

Finally... I have to find a tactful way to remind members (definitely including myself) that "It's a historic vehicle, so it doesn't require an MoT" is NOT the same thing as "I don't have to worry about mechanical roadworthiness, because it doesn't have to have an MoT." DO take care. That 'important note' at the foot of the facing page is not just a disclaimer covering the TROC committee; it is a reminder that when you take your classic car on the road, you are responsible for ensuring your own safety, along with that of your passengers, other road users, and pedestrians.

Editor

We welcome new members:

- I304 Graham Dooley of Ryde, Isle of Wight, with TDB 2903 DL, MAR 54 I
I305 Allan Pigdon of Victoria, Australia, with TDB 4435 DL, in restoration.

Our cover pictures for this issue:

- Front – An imaginative view of his immaculate TDB taken by Gorazd Sifrer of Maribor, in Slovenia.
Rear – A study of light and shade from Robin Hewat of Peterborough, featuring TDC 772 DL.

These are two of the submissions which did NOT make it into this year's calendar – which gives some indication of the difficult choices faced by the committee, and the very high quality – we hope you will agree – of the finished calendar. It is distributed free of charge to all members; **if you would like a second copy, it's £5 including postage** – contact the Editor.

CLUB DEVELOPMENTS THIS YEAR, AND PLANNING THE ROAD AHEAD

2022 has seen very positive developments within the Club, as well as changes in the classic car world generally. Our membership experienced a surge of new applications, mostly during the spring and early summer, probably brought about by the increased numbers of cars changing hands. We were not alone in this. It is known that the Roadster club also had a surge of new members. Our membership currently stands at 179, of whom 33 are overseas.

This surge in sales not only affected driveway-ready and top-quality cars, but also, very encouragingly, long-laid-up and part-restored 'project' cars. This part of the market is always slower-moving, and cars can sometimes be advertised for many months or even years before finding new homes; so it's wonderful to see these dormant cars being brought back to active life. There are more restorations and rebuilds going on at the moment than for many years past; perhaps ever. There are still plenty of bargain-basement projects available, including some unrestored gems just needing some TLC and careful reawakening. The Club will always support these cars, and they continue to be advertised in the Globe and on our website, free of charge, for as long as it takes.

At the top end of the market, we have some fine specimens for sale – two new ones on the market in this edition. Prices for our models do not seem to have leapt up; they are still an undervalued sector of the classic car market, around half the price of the equivalent Roadster – but that is not necessarily a bad thing.

Within the Club, we have found three new (younger!) committee members this year. We shall not repeat their introductory details here, because it has been covered in previous newsletters: Harry Beacall supporting our Treasurer, Paul Collard hopefully assuming the spares operation during the next year, and Chris Blackman managing the new website.

We still need more! To extend the visibility and awareness of Razoredges, we would like to be able to make some **You Tube videos** available for casual internet browsers to find, which will lead them back to our Club website or to the Facebook page. A video might also inspire people to buy and restore more of our dormant cars, as advertised in the 'for sale and wanted'. Could you make a video? We need "come for a drive" films, in good scenery, recorded from inside and outside the car; we need clips from repairs, maintenance and restoration activities. The skills needed for editing and finishing-off such videos are quite demanding if the end product is to be effective; but capturing clips which could be submitted to our video producer is something anyone with a Go-Pro or good smartphone could do. There is even a 360-degree camera which you just set up to record, and the editor can later select which way to look. Some of the modern technology is amazing – if you know how to use it.



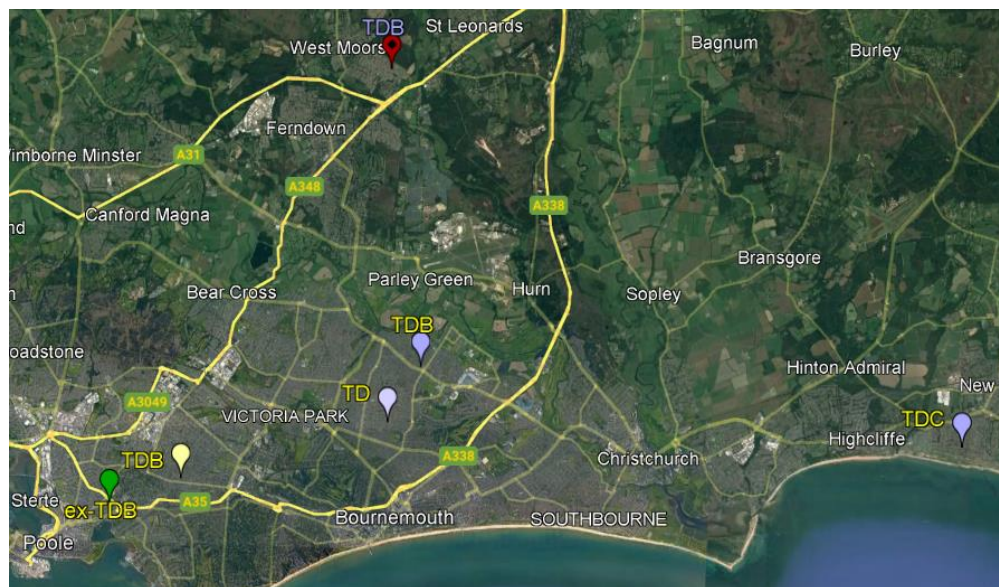
Bernhard Ruest on the open road in Switzerland in 2013

Perhaps most of all, the Club needs to free up someone who can take on **the role of Chairman**. Our Zoom committee meetings until recently have been so small in numbers that a chairman has not been necessary; but now that we are up to nine, with possibly one or two more in future, it would be helpful to work from a proper agenda and stick to it; to follow up items and make sure tasks are carried through. A Club Chairman also acts as figurehead and spokesman. However, even more important is to have the **right** person in that role, who can strike the balance between firmness and diplomacy, who can have energy and have a vision of how the Club needs to develop, without becoming a megalomaniac dictator, putting people's backs up. We shall therefore take our time, making sure of the right choice!

We also need to extend our social and local activities so that those members who live further away from central England can still have opportunities to meet, in person or online. Could you host a social Zoom drop-in meeting once every two months, the week after the Globe comes out? Or arrange a local pub lunch?

In the 1970s and 80s, the Club used to publish in the newsletter each year the full names and addresses of all current members, so that it was much easier for members to make contact with others nearby.

Since the development of the internet, however, we have learned to be more cautious with sharing data, and the Data Protection Act and other legislation – quite rightly – insists we must be careful with the data we hold. An unfortunate side-effect of this is that members are often unaware of their closest Razoredge neighbours and therefore couldn't arrange a get-together even if they wanted to.



We are therefore considering printing off for each member an extract of our locations map centred on their own area. Does that idea sound appealing? Might it help stimulate members to get in touch?

Our club “merch” is looking a little tired and uninspired – you will notice we did not even advertise it this Christmas, there being nothing new on offer. Do you have ideas?



Inspired?



Another idea:

Jill and Barry Reece (see the article on p 106) made a Christmas card! Should we do a Club card, perhaps using one of the Calendar photos? To be of any use to members, they would have to be delivered with the October Globe. Or should we leave the inside blank, so it could also be used as a notelet or for other purposes? We could use one of the many excellent photographs submitted for the calendar competition.

We are seeking a price estimate from our printers: probably they could do them with envelopes, in small packs. **Please help us in this decision – if we had a suitable card available, next year, would you be likely to order some?** Depending on price, of course; we're not asking you to commit to anything at this stage, but just give us an idea of whether it would be appreciated. They say probably about £5 for a pack of 5, including envelopes. Please drop an email to the editor – contact details inside the front cover.

I WON'T LET IT BEAT ME!

By Barry Reece

I eagerly set off on my first morning of ownership from my garage out of the drive and within about ten yards I heard this rumbling noise. I had boiled over! Back to the garage and wait for it to cool down.

Whilst trying a forty point turn the following day in the front garden, I discovered that I had some very weak brakes and absolutely no hand brake.

The wife had to run about with a brick to put under the back wheel when I emerged from the garage to ensure that it didn't run away. (We live on a hill.)

So: what to do about the overheating? The obvious thing was to drain out the existing water, check all the hoses and wash the system through with a hose. I refilled it with clean fresh water and added the engine clearer and cleaner liquid. Drained it through again, and refilled with water and coolant. Off I went for another short test drive and you probably know what happened. Yes, it boiled over again.

[Flushing fluids tend to be ineffective at clearing blockages within the radiator, because they don't get to flow through the part where the blockage has happened... because it's blocked. – Ed.]

The next obvious answer was an electric cooling fan but I didn't want to fit a modern part to a lovely classic car. But there is an answer. It involves quite a bit of labour intensive intervention. I removed the front radiator grill and fitted the electric fan facing the radiator, putting back the grill. The new fan does not show at all. When you look into the engine bay there is nothing to see but the original parts.



This is the replaced grill with no sign of the electric fan behind it, so I have not spoilt the originality of the look. I am very pleased with the result. However: it works! The fan is wired to a switch hidden by the dashboard and I switch it on when and if the heat goes above 80. This seemed to have controlled the problem, but we have since had the radiator re-cored as well. Now for the brakes!

By the way: if you look at the photos of the headlights, you will see that both of mine are cracked. If anyone has a set of unbroken glasses I would willingly purchase them from you. Please contact me on 01986 875695 or mobile 07933128522 (Barry Reece).



YXS 717, originally OEH 891, TDB 2342 DL

OUT AND ABOUT: NEWS OF OUR CARS

In Louisiana, USA, Scott Taylor offers this for sale. It would have been described as a barn find, but for that it would need some shelter from the elements.



It is TDB 4905 DL. I have no trace of the car in my records, and I suspect we shall not hear of it again.

Fiskens car auctions sold two straight-eight Triumph Dolomites recently: John Bath photographed the one below at Hampton Court.



A snip at only £2,500,000. (Count the zeros.)

Photographs taken at a wet meeting in Coventry, November 2015:



and



Since this meeting is in Coventry, we thought the black-and-white visible in the distance was possibly David Stansfield's. BUT NO! It's weird. RRB 929 above *is* David Stansfield's limousine, before it was repainted with the white areas. So whose was the other?

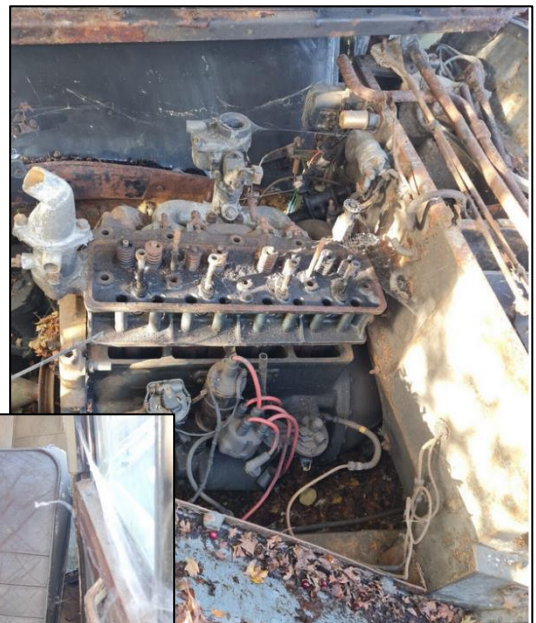


From the USA via the Facebook Triumph Renown Restoration Group, we have this photo and news from the current owner, Jeff Marshall. He says this car was originally owned by Brian Aherne, the British Hollywood film star, when he brought it to California through Ferguson Motors of New York in 1952. "I am sure he drove it to the opening of his latest film *The Titanic* in which he played the Captain."

That's the 1953 version, of course. Brian Aherne was born in 1902 and emigrated to the USA in his twenties. He played as leading man or supporting actor with some of the great leading ladies – Marlene Dietrich, Katherine Hepburn, Rosalind Russell – as well as television and theatre work. He was married to Joan Fontaine from 1939 to 1945. He retired in the late 1960s and died in Florida in 1986.

Note that this is one of the painted-headlight cars – from TDB 5966 to TDC 1618 (September 1951 to June 1952) this was done, to reduce costs, due to the high price of chromium at the time.

Below we have EDB 705, an early TDB, spotted by our member Graham Potter for sale on eBay, in Cardigan. My masterfile says Andreas Wernli in Zurich bought it for spares, a few years back, but that's clearly not so. It is now in terrible condition.



SIGHTINGS OF RAZOREDGES IN PERIOD PHOTOGRAPHS

Old photographs can be very evocative, and provide an insight into life as it was in the days when our cars were designed, made and sold. Tom Robinson has found this, in his extensive collection of bus and tram literature and photographs, in this case in Edinburgh. He obtained permission from the publishers for us to use it, and we must record our gratitude to them for sending us this higher-resolution image, so that we could enlarge on the opposite page the part we are, for obvious reasons, most interested in.



With thanks to Gavin Booth, "Edinburgh's Trams and Buses"

The advantage of finding a photograph from such a specialist publication as this is that they are very often concerned to give as much contextual detail as possible. In this case, the tram and bus are identified as a Standard Tram and a Leyland PD2 bus, respectively, and the picture is taken at the junction of Princes Street and Frederick Street. The equestrian statue high on its rocky plinth is the monument to the Royal Scots Greys, and the domes on the horizon are part of the Bank of Scotland in St Giles Street, on the far side of the park.

Our Razoredge is HWS 20?, an Edinburgh registration TDB from 1950. Nothing more is known of the car.

Do you notice the four people on the pavement on the far side of the car? Their attention is clearly on something beyond the railings, in the park. I checked on Google Earth, and all was revealed. The Ross Bandstand is just there, so clearly some kind of performance was under way.



Tom Robinson comments that Razoredges seem to turn up quite often in Edinburgh tram and bus pictures, and there is perhaps something square and very proper about the car which matches the Edinburgh character. These two Edinburgh tram pictures have both appeared in newsletters this year:



In the lower one, you'll have to look quite carefully – just to the left of the tram? You may need a magnifying glass. The square boot-lid is, however, unmistakable.



Aberdeen car 105 has just left Woodside and is inbound to the city centre along the Great Northern Road on 29 May 1955. The Corporation had a number of these 'Standards', some of which were built in their own workshops, with examples surviving until final closure in May 1958. Following the replacement of trams on this particular route in November 1955, the road (the A96) has been widened into a dual carriageway with the loss of the buildings on the left. Those on the right nearest to the photographer still exist, being located next to The Embassy Rooms/Coral Bookmakers at 453 Great Northern Road, and stand in a small lay-by. (*John McCann/Online Transport Archive*)

It's not just Edinburgh: this one is in Aberdeen. Again, sadly, there is no further trace of the car, and the registration is not quite legible. We thank the Online Transport Archive for permission to use the picture and information.



A further contribution from Tom Robinson is this picture from the main bus station in Sheffield.

Again, the principal interest for the photographer was the bus (a Leyland single-decker related to the Edinburgh double-decker, these became known as 'White Ladies' because they had a cream body-colour with red highlight line, as opposed to the other way about); but over there in the middle distance is a quite exciting chance snap of a Razoredge. The quality of the picture was sufficient for Tom to decipher the registration, and it was one known to him from his Razoredge records. OWA 943 is TDC 2022 LIM: a limousine model, and quite an early one, number 22 out of 194.

The registered first owner of this car was a Mr J Wheelhouse, in 1952; and the photograph above is known to have been taken on May 30th 1959, so that it is quite likely it was still in his care at this time. I have no evidence to support it, but I would imagine that if you own a limousine model, and presumably have a chauffeur to drive it, one would not change cars very often?

This leads to interesting speculation – has the car been sent to the bus station to pick up a returning family member, perhaps?

Finally, we have a picture shared by Hugh Cartwright, who is the owner of the Roadster carrying the Ilminster carnival queen in 1950. The following car is a brand-new TDB... and more than that we cannot say.



NOT ACTUALLY “ONE OF OURS” – BUT NEARLY

Our cars are sometimes taken (usually by children or Americans) to be a Rolls-Royce.

This is probably the nearest RR in style and date to our cars.



It is a 1952 Silver Dawn, relatively rare amongst the Rolls-Royce family. Several pre-war Rolls had sharper knife-edge lines, and therefore look a little closer to our Razoredge than this model, where the lines have been softened and curved by comparison.

Amongst Rolls-Royce enthusiasts, this is apparently known as the ‘big bore, small boot’ configuration.

This car has a 4½ litre engine, and is relatively unrestored. The upholstery is original (and therefore a little tired, but not badly so) and some cosmetic work would be needed. However, at £35,000 it is not as pricey as you might have expected.

The car was notified to us by the Real Car Company of Snowdonia, and their website and collection of cars is worth a visit, if you have decided you can't afford the Straight 8 Triumph Dolomite on page 107.



At the other end of the style scale, Car and Classic are auctioning this 1947 Lincoln Continental convertible. Bidding had reached €40,000 at the time of going to press.

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.

January 1st 2023

Some interesting events: a New Year's Parade of Classics at Brooklands, a relaxed gathering of classics at Stony Stratford near Milton Keynes; the traditional Ace Café Hangover Meet on the North Circular.

Notice that all these are fairly southerly events – in the north, they know that January 1st is not the day to let your Razoredge out of the garage.



“Not going out there. You can't make me. I won't start.”

Picture provided by Andrew and Alison Stacey.

Friday February 10th 2023

Drive Your Triumph Day – Sir John Black's birthday. Rye Livingston in the USA encourages us to drive our cars and send a picture to him. His website publishes all the hundreds of photographs. Most are TRs, Stags and Spitfires – which is how Americans tend to see Triumphs. Can we balance the picture a little? Send to driveyourtriumphday@gmail.com.

There is also a Triumph gathering at **Gaydon** with reduced entry to the museum for those who would like to attend there. If any TROC member intends to go – **please let us know**.

Sunday April 23rd 2023

TROC Drive-it-Day outing to our member Colin Copcutt's **Silver Leaf Poplar Railway, Lincolnshire**. Colin has a fascinating collection of railway memorabilia, including working engines on a section of track. He has a background in railway engineering, and was also for several years our Technical Officer for the TD and TDA models (he owns one of each), so if you have questions – bring them along. The location is quite remote, but the level, lightly-used roads make the perfect driving environment for our cars, if you decide to turn up in your Razoredge. You are still very welcome to come along, however, if you're in a modern or an alternative classic. Light refreshments will be provided, and toilets will be available. Directions and more details will be in the February **Globe**.

May 20th

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

10th-11th June

Celebration of the 100th Anniversary of the founding of Triumph and of MG cars – Silverstone – details to follow, but this is going to be a BIG event.

Sunday 9th July?

Probable date of the **Club Rally 2023**, details to follow. It's possible we shall have to move this to a later Sunday in July. It is likely to be at Milton Keynes Museum of Transport.

Is YOUR favourite local event listed here?

(Hint – did you tell us about it?)

LONG-LOST RAZOREDGE APPEARS FOR SALE IN SCOTLAND



On the Facebook 'Renown Restoration' group page, we have recently seen posts concerning a smart-looking red and black Razoredge now advertised for sale, in Leven, Fife, Scotland. The car was shown in our August issue, but the owner, Alf Cassidy, is now offering it for sale, asking for offers around £4,500.

An additional comment on the Facebook page came from Jen Marie who said they remembered the car, and that it had belonged to her grandfather. Naturally, I pressed for more information, and Jen's mother Kathryn was happy to supply it.

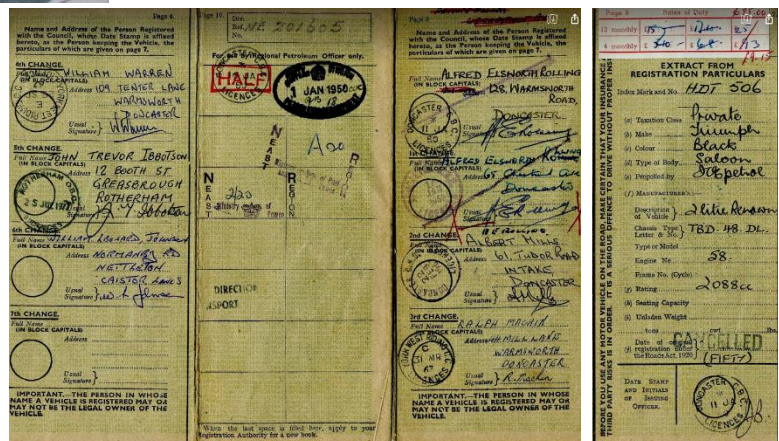
"Dad (William Warren) bought car in 1967 and was the fourth owner from new. He had the car for 10 years and was used daily for work and holiday trips towing our first caravan, usually to Scotland and Cornwall. As we were a family of 4 daughters this meant 3 in the back and the youngest in the front on my mothers knee. My eldest sister recalls the first time we went in the car giving the royal wave to passers by and how the ash tray always filled up with rain as the windscreen leaked! We always had stares from the other children



when on occasion we were driven to school. In 2002 we were contacted by one of its owners looking to trace its history and shared information, but then lost touch until I tracked down a notice in the Globe in 2016 welcoming a new member of Renown registration HDT 506. Unfortunately by the time I contacted the owner in South Wales he had sold it on again but couldn't remember who to. This year after a chance search on Google and after joining the Renown Restoration Facebook Group I once again found the present owner in Scotland and was able to make contact and share some of the

history of the car. Originally black, it changed to white when it was used as a wedding car and is now black and maroon. The original registration papers and much of the history has remained with the car, which it seems is once again for sale ready for its next journey.

We recently celebrated my mothers 91st birthday with a trip down memory lane presenting her with photos and details of its history. Perhaps one day we could all be



reunited with the much loved car of our childhood!”



It's not often that a chance sighting of a car advertisement leads to such a store of information about its earlier life; and a testimonial to the place that Razoredges hold in our lives and our hearts.



AS A REWARD FOR READING THIS FAR... and some cracker jokes



My neighbour knocked on my door at 2:30am this morning, can you believe that....2:30am?! Luckily for him I was still up, playing my bagpipes.

The Grim Reaper came for me last night, but I beat him off with a vacuum cleaner. Talk about Dyson with death.

A mate of mine recently admitted to being addicted to brake fluid. When I asked him about it he reckoned he could stop any time.

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were £70!! Blow this, I thought, I can get one cheaper off the web.

Statistically, 6 out of 7 dwarves are not Happy.

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 seal rubbers. Contact Bob Hobbs in the normal way.

FOR SALE: NBP 445, TDB 6407 DL

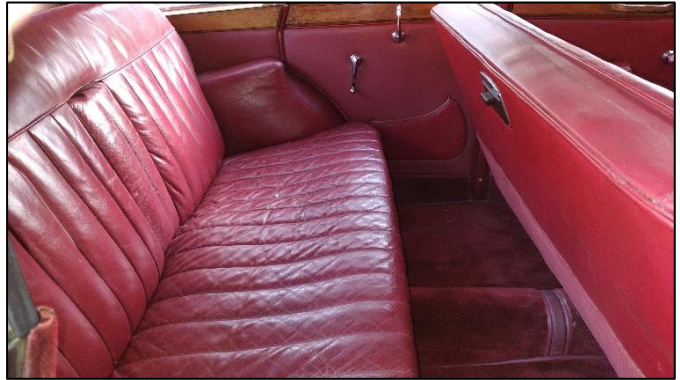
Metallic grey, and with the present owner for over 3 years. During that time it has received a reconditioned steering box, rear shock absorbers, refurbished brake cylinders, a new bespoke stainless steel exhaust, flashing indicators a new set of tyres and inner tubes and a new battery. The car also had a major service in the summer of 2022 at which all components and the body were checked over. No issues were identified. Has only been used very lightly since. Older restoration work undertaken by the previous owner includes renewal of the headlining in 1975, a bare metal respray in 2001, sensitive repairs to the leather upholstery and new carpets in 2009.

I am the fourth owner, the car having been first delivered to a lady in Worthing on January 1st 1952. Original Registration Book and Owners Instruction Manual included in the sale along with the original registration and a folder of history, mainly from the last two owners.

Reason for sale; I wish to buy a smaller classic car.

The car is situated in Suffolk. £11,500 or nearest offer. Phone 01379 669308







FOR SALE:

This car is in Fyfe, Scotland.

The owner, Alf Cassidy, is asking £4,000. It is advertised on the Facebook Renown Restoration Group, but you can find more about its history on page 116 of this issue.

It is a 1949 car, he says, so a TDA model? It looks more like a TDB. First registered in January 1950.

MoT records show 54,000 miles in 2012, which looks genuine.

FOR SALE from Martin Smith, of Gillingham, OHP 101, TDC 1936 DL. This is a lapsed restoration; the car is complete, but in pieces, and will require considerable work. The sale is forced by health issues. Martin is asking £2,000; buyer collects.

Door cards and other parts are in boxes.

Contact Martin on 07757 707 990.



Stephen Horne in Halstead, Essex, has found a Renown bonnet, complete with handles, offered for free; contact the editor

David Clarke of the Roadster Club has for sale a radiator surround that needs chroming and a radiator for a Renown. "I recently acquired another Roadster and these came within a collection of spares. I am open to offers as they are of no use to me. Located Newark, Notts."



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.

One of the youngest Razoredges in existence!

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 .

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

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

FOR SALE in Portsmouth: John Washington’s TDB 2023 DL... £7,995 and looking in good condition. It has seen very few... many years, but they have had the engine... Sadly the registration, MAR 521, is not... car.

SOLD, November 2022



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.



