

ITEMS FOR SALE AND WANTED; OFFERS

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.

The 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 Paul Collard by email in the normal way.

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### **FOR SALE: Graham Sinagola is selling his TDB 5247 DL, a well-known visitor to our 'Out and About' pages:**

“With sadness I have decided to try and sell my Renown.

In very good condition, seats reupholstered, radiator refurbished, electric fan with thermostat fitted, leaf-springs rebuilt, new dashboard, heater working and seat belts fitted at the front. Tyres and battery OK, and stainless steel exhaust. £6,500.”

Contact Graham at: [graham.sinagola@gmail.com](mailto:graham.sinagola@gmail.com) but for website ad use [gsinagola@gmail.com](mailto:gsinagola@gmail.com)



**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.

**BARN FIND IN LINCOLNSHIRE:** on the Facebook Group, Francine Franks has been describing her father-in-law's car, NPP 859, TDB 3029 DL, engine number TDB 3039E (so, original) – first registered in Buckinghamshire in 1950, apparently with one owner right through to when it was last taxed in 1966. The storage looks dry, and the car looks complete; if all that is true, this car could be a very good candidate for a gentle re-awakening to unrestored originality.



**On the Facebook group, TDC 2245 DL looking quite smart,** “For sale, 1952 Triumph Renown. Engine turns, doesn't run yet. Needs oil and cooling water, then try to start the car. All the wires are replaced, not connected yet. Car has no rust, no welding places, complete with all the parts. Steering has to be checked, doesn't turn easily. Price €6.000,- , car is in located in the Netherlands.” Arjan Valk and Joop van Lammeren (recent club members) are selling this in the Netherlands, and are seeking €6,000 (£5,050).

**FOR SALE: A fine very late 1954 TDC in Essex. *Surely this has to be a bargain!!***



This car has undergone recent full body-off restoration and respray, and is amongst the last 40 Razoredges ever built.

#### **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...~~

**£13,500**

Contact Andy Kemp on 07983 879 424.

**This is the car from which Lansdowne created their model car** and is one of the youngest Razoredges in existence, first registered on 4/11/1954, after the last car had been made.

**ALSO: PARTS FOR SALE:** since Andy Kemp is selling his late, excellent-condition TDC (above) and has now sorted through the various spares he has accumulated over the years, he also offers the following – mostly in excellent or very good condition – all for Renown TDC:

TDC cylinder head number MC20612-300440 has been welded, and runs on unleaded.£250,  
Rear side shaped glass in chrome surround 2x pass, 1xdrivers, £10 each, also various glass lenses,  
Green instruction manual TDC 1950 2 litre £40,  
Grey instruction manual 2 litre 1951/2/3/4 £40,  
Standard Vanguard service manual 1949-52( Australian) £30,  
Service instruction manual Renown TDB,TDC,LIMO,1800 & TDA models (light blue colour)£50,  
Maroon hardback, '52 Standard Vanguard 1&2 plus Renown £45,  
Parts book 500451 £50, Lucas equipment parts standard &triumph 1954 £15, also 1956 £15,

gear change selector £10,  
Dunlop super taxi tyre 5.75x16 £20,  
  
wiper motor with stalks £15,  
Chrome radiator shroud (small dent) £120,

master cylinder, needs repair kit £40,  
2xTDB inner wings £35,  
2 x chrome front grilles £45 each,  
starting handle locator £10,  
Lucas clear spotlight £20,



rear glass screen £25,  
Aluminium boot lid cover £10,

4 x hubcaps (need chroming) £40,  
side passenger door glass TDB £10

All plus p&p. Contact Andy on 07983 879 424. He is based in Essex.

**IN GERMANY, MUST SELL SOON – LOSING STORAGE SPACE – HISTORIC CAR**

This message from Rafael Roscher, in central Germany: “I wish you a Merry Christmas and a Happy New Year. I have to clear out my garage by July 2026. Do you know anyone who might want to buy my Triumph 1800? Unfortunately, I no longer have room for so many vehicles.” – Rafael Roscher.

So: **FOR SALE, IN EXCELLENT CONDITION:** The car below. It is **TD 2**, the second production Razoredge ever built. We have alerted our correspondents in Germany and Switzerland to enquire if they can think of any likely buyers.



We understand Herr Roscher is hoping for around €23,000 (£20,000) for this remarkable car, but he may be open to negotiation. Contact the Editor for further details, or email [roscher@mail.de](mailto:roscher@mail.de).

**FOR SALE: TDB 1671 DL ERD 681**, engine 1677E (original), 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** on the [Facebook Group](#) is HCY 107, TDB 3605 DL. This car was in the Club for a while, many years ago – back in the eighties – and is now offered for sale by Brian Mattison. It was described back then as “having been converted to automatic” but we suspect this probably means overdrive fitted. It is described as a good runner. Contact the editor, or visit the Facebook Group. *Ah – now also advertised on eBay, and this time it refers to having “a 1970s Triumph engine” – so perhaps it’s had a complete engine and automatic gearbox transplant. Asking £3,500 on eBay.* It’s a mess inside: floorboards missing, wires hanging from the dash, and a tube leading into a gallon container from under the dash where it is clearly dribbling some sort of fluid.



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

**FOR SALE:** a car with early association with the Club. This is TD 2457 DL, a 1948 car described as “running and driving” and looking very good in the pictures on Facebook in the Triumph Renown Restoration Group page. In 1975 it was owned by Bob Peters, member number 1, who was our first Chairman for a short while.

It is being sold by Andrew Tomkins, who is asking for £5,750 – contact the editor or contact Andrew directly through the Facebook group under the name ‘Andrew Monkeys’.



**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:** Mark Gatiss is “selling my project that my dad and I were going to do together, if anyone is interested. Dad has had a stroke and can't concentrate enough to do any work (he's the mechanic between us!) It is TDB 6321 DL, and you can contact Mark on 07852 578 305 .

**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.



**FOR SALE:** TDB 4518 DL, PPK 920, from Jim Wilson in Scotland. He can be reached from the Facebook Group page, where there are more pictures of the car. An incomplete restoration.



**Also on the Facebook Group,** Stoke on Trent car offered – BGL 970, a TDB, from Mat Ferns. Back in 1976 we had another BGL in the Club for a while, but we've never heard of this one before, to the best of my knowledge. BGL is a Bath County Borough Council registration from about August 1950.

**FOR SALE:** In Australia Allan and Dena Pigdon are giving up their attempted restoration of TDB 4435 DL. It needs extensive work. Contact the editor for details.

**FOR SALE on eBay, CRS 650, TD 2271 DL, the car used in filming *The Crown*; asking £14,995. Looking very good; did not sell.**

**Find it [HERE](#).**

It is also advertised in *Car and Classic*.





## NEWS OF OUR CARS: THE STORY OF LWB 48, TD 3459 DL, NOW FOR SALE

When Graham Parker was a young man, around 1955, he was a fireman. He took his driving test in a fire engine, which is a claim to fame not many will share. Like many people at that stage in life, money was in short supply, so when he had the opportunity to buy a Razoredge for £25, he took the chance.

The car was a non-runner; the engine was seized. He discovered that molybdenum disulphide, possibly in excessive amounts, had been added to the oil; stripping down the head enabled him to free most of it, and with minimal replacement parts (not from the Club, of course; the founding of TROC was still 20 years in the future), he had it running. Graham did all the work needed on it himself; at some stage it was repainted, by hand, with conventional house-paint. During that process it began to rain, so the fire engine was moved out of the engine-house so the car could take shelter. When the car was finished and the rain had stopped, they had to move the car out, the engine back in, and hastily dry the engine off before the supervisor could arrive and ask awkward questions about how the fire engine had got wet.

The car served him and his young family well for many years. It carried them for thousands of miles, on camping holidays: they would drive down to the West Country overnight, setting off at 11pm to miss as much of the traffic as possible, the car loaded with camping gear and bedding wedged in the rear footwells, children bouncing on top. It is a story similar to many we have heard in the Club, of how these lovely cars become almost members of the family, certainly playing a major part in family life.

Eventually it was time for it to be replaced with a modern, and that Razoredge disappears into the mists of time. We don't even know the registration or commission number; quite possibly it later was known to the Club, or it may be it met the fate of so many others as they aged and began to need repairs costing more than the value of the car, and was scrapped. It is unknown.

Graham did not forget Razoredges, however, and at this point we need to turn our attention to LWB 48, TD 3459 DL. Tom Robinson tells us, from his archives, "LWB 48 was registered in Sheffield on 06.12.1948. The first owner was Edwin Goddard Stokes, 118 Ringinglow Road, Sheffield 11. Interestingly, LWB 49 was TD 3520 DL and was registered on the same day, but the first owner was James Dempsey, 15 Millbrae Crescent, Yoker, Clydebanks. Why a car used in Glasgow should have been registered in Sheffield, I have no idea." It is also a puzzle that these cars have commission numbers 70 cars apart, but end up both being registered on the same day in Sheffield.

Graham



LWB 48 in the early Alwyne Hill years –

warns that the paintwork is no longer this smart.

In April 1976 LWB 48 appeared at the Club's third rally, at the Cotswold Wildlife Park in Burford, in the ownership of new member P Ginnever, about whom little is known. He had the car for four years, but was not seen again at a Rally. (It's a common pattern, to attend one rally after you've just bought the car, or you've just had it restored, and then you've been there, done that, don't need to go again; but we don't mind. Whatever suits our members' preferences; it's your car, your hobby, not a duty or obligation, unless you wish to make it so.) In 1980 however the car moved on again into the ownership of Alwyne Hill, from Sheffield. Alwyne looked after the car and enjoyed it for a remarkable forty-two years. Fellow Sheffield resident Tom Robinson recalls:

"Strangely enough, I first encountered LWB 48 when it appeared to be laid up on a drive on the same road as Patricia had grown up, namely Gleadless Avenue. The owner was a commercial photographer, I recall.

“I am not sure what event next took place with Alwyne owning the car. After all these years I cannot be accurate. However, I assume Alwyne might have contacted me as being local, he was at the north side of Sheffield and we were on the south. However, he became the owner of LWB 48 and the car joined Alwyne’s Roadster. I assume it was also an 1800 engine.

By profession, Alwyne was connected with foundries and moulding procedures. In response to an appeal by Ed Lacey, Alwyne produced an elbow for the water system. It was a part on the 2088 engine that was in demand as they frequently corroded from the inside. Alwyne also created the first TROC club badges in brass. He might have created other items as well.

Alwyne soon had the car roadworthy and joined us, with his wife Patricia on local Derbyshire Road Runs and also he made the long journeys to our annual rallies in the early days.

I tipped him off that up in the Peak District at Wardlow Mires/ Great Hucklow, the remains of TD 1860 lay rotting there. Off he went in LWB 48 and a low loader trailer to recover the car for breaking.

Alas, his wife suffered a steadily deteriorating disease and his attention moved away from the cars until after her death, when he took up the interest once again. I think he eventually disposed of the Roadster and by this time, the TD was suffering from some difficult to source malady or other and I think he generally lost interest. We kept in touch. He was a serious modeller and he frequently would modify Dinky Supertoys into unusual roles.

At Alwyne’s death, I contacted his son to see if I could help in disposing of the car, but that is the last contact I have had with the family.”

Sadly in May 2021 Alwyne passed on, and in the following year the car was offered for sale. It was at that time that Graham, despite being in his eighties, renewed his Razoredge ownership by buying this car. He has since done all his own maintenance and tidied minor problems with leaking gutters and repairs to the wood around the roof, patch-repaired with epoxy, and re-seated the door pillars. A body-filled dent in a front wing has been cleaned up and properly welded. He says that a purist might decide it needs a respray, but – there are always things to do with a 1948 classic.

However, Graham is now approaching 90, and his beloved wife died not long ago, after 65 years of marriage. They had been a high-powered couple, himself in engineering, and she in business; they had been guests at Holyrood, and she had presented evidence to House of Commons select committees. Now fully retired and cutting back, he is selling his large house in Nottingham to his granddaughter so it can become a family home again, and is moving to a sheltered-accommodation bungalow in Yorkshire; but the Razoredge cannot accompany him. It needs a new home where it will be cherished. He is offering it for sale, and with it a collection of spares, two new tyres, a welder and other relevant kit. He says that finding a good home for it is more important to him than price.

It is a story very similar to that which led our Treasurer Harry Beacall’s very fine TD into his custody after a similar long ownership with Craig Pillans, in Lincolnshire, as recounted in previous Globes. It is a car with a long life, and a known history: it needs and deserves to find another new home where it can continue to enhance and enrich someone’s life.

If you know of someone who might be interested in Graham’s car, please contact the editor, or call him direct on 07482 633 604. It is currently located in Stapleford, Nottingham, and can be viewed by arrangement with Graham.

