



---

# THE GLOBE

---

VOL 40

NO 1

APRIL 2014



The Renown that nearly was

---

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

## EDITORIAL

We welcome the first warm days of sunshine, and the end of that interminable rain; we help the domestic goddess get the covers off the sofa for spring-cleaning; but most of all we awaken the Razoredge from its hibernation, ready for – hopefully – a fine summer of interesting visits, occasional outings, and just the sheer joy of driving a great classic, enjoying the smiles on the faces of those lucky enough to see us go by.

If your plans for the summer can include a visit to the heart of England on Sunday July 13<sup>th</sup>, then please do come along to the TROC Annual Rally at Shifnal. If you can bring your car and make a day, or a weekend, of it, then that would be simply brilliant; but even without the car it's a chance to meet other members and share in the ambience. There is a brief article on page 22 developing this theme.

We also have an outing further south this year: the Standard Triumph Marque event returns to Brooklands on June 22<sup>nd</sup>, and TROC will have a number of cars there – see our Events Guide and the back cover of the magazine for more details, but if you are able to come along in your car, please let Chris Hewitt know, so we can be sure to have enough space.

If you go on the Internet to <https://groups.yahoo.com>, you'll find there is now a group called TRIUMPHRENOWNS. This is nothing to do with Triumph Razoredge Owners Club Ltd, and has no endorsement from this organisation, but is a group started up by some American Razoredge owners who wanted a discussion forum for mutual self-help and sharing of ideas and experiences. It is open to Razoredge owners from anywhere in the world.

Our **membership subscription reminder** is enclosed with this GLOBE. Please do make arrangements to pay up promptly; it is of great help to our treasurer and to the membership secretary if this can all be wrapped up in a timely way. **Once again, there is no increase in fees this year, despite rising printing and postage costs.**

Also in this edition you will find summary notes from the Annual General Meeting, and John Bath's excellent article on the Standard Vanguard Sportsman. In case you're wondering why we should be writing about Standards, read on, and all will become clear.

Finally, we are sorry to hear of the death of Fred Selwyn, of Bideford, in Devon. His son Philip is taking on ownership of their 1800, and continues as a member of the club.

Editor

---

**Our cover pictures for this issue:**

Front – Mike McDowall's Standard Vanguard Sportsman at Gaydon in 2013, photo by John Bath.

Rear – Standard Triumph at Brooklands 2014 poster, featuring Arthur Pocock's Limousine LVC 313, now owned by Dave Pilcher in Fort Worth, Texas.



## THE RENOWN THAT NEARLY WAS...

At the end of the Razoredge era, Standard-Triumph found itself in some disarray as a company.

Not as badly so as Ford had been in the summer of 1927. Having had 80% of the total world production of automobiles at times earlier in the century, sales in 1927 were falling, competitors were out-developing and out-selling them; and so after having produced the 15-millionth

Model T, they closed down their factories, laid off nearly all their workforce, and then began devising and developing their replacement car. Six months later they began re-tooling, re-hiring and set about production of the Model A. It is hard to understand the thinking that led to such bizarre behaviour in the world of business, but the reason for it was Henry Ford himself: he was an autocrat, who took all the decisions, dictated everything, wanted to control everything, and would brook no compromise.

Sir John Black, although not as extreme as Henry Ford, was a man from a similar mould. "Let us make one thing clear," says Graham Robson in his history of the Triumph marque, "Sir John did indeed look upon [the company] as *his* empire. He might not have been the controlling shareholder,... but he was master of the Board, and ran the company virtually without sensing or listening for dissenting voices. He was in every sense of the word a dictator, but as his methods produced good profits the shareholders loved him for it." (Richard Langworth and Graham Robson, "Triumph Cars – the complete 75-year history", Motor Racing Publications Ltd, 1979)

When he was eventually forced to resign – having decided to sack Ted Grinham, the chief production engineer and technical director, for no apparent reason, and having been presented with an ultimatum by the Board in consequence – it must have left Standard Triumph feeling strangely rudderless. In 1954 the Mayflower had failed to make any impact on the American market, the Renown TDC was failing to sell despite savage reductions in price, and the infant TR2 had yet to make the impact on the sports car market which would save the name of Triumph for the future. They desperately needed a new model, and the man who had directed everything since the 1930s was gone. Ted Grinham was reinstated, and 37-year-old Alec Dick became Managing Director, with a much more democratic and conciliatory style.

John Bath writes:

The 1956 Sportsman engine was a compromise between the Vanguard and the TR3 with twin carburettors, and a published top speed of 92 mph. The price was a fairly hefty £1,231 including purchase tax, on announcement.

The Standard Vanguard Phase III– just like previous Vanguards – was influenced strongly by American car designs. It replaced the less than stylish Phase II notch-back Vanguard, making that short wheelbase car look even more dumpy than the original 'beetle-back' version. Remember, the-original Phase I Vanguard had been inspired by the 1942 American Plymouth sedan.

By contrast, only the Phase III's rear lights were very much like those on American contemporary Fords, and the grille of non-Sportsman models resembled that of

the 1954 Plymouth, with its oval opening bisected by a prominent horizontal pressing in steel. But overall, these are design details only and the car was distinctive in its own way and I am not aware of its resemblance to any particular US car of the time.

The main technical innovation of the Phase III range though was its unitary construction, replacing the traditional body/chassis of the earlier Phase I and II cars.

Sadly the car was not a big seller at the time, and under a 1,000 cars are believed to have been made in all, including a few Estate cars, but I should point out that these lacked the distinctive “Triumph grille” of the saloon version.

Although John correctly names the car here (as launched) as the Standard Vanguard Sportsman, up until only a few weeks before the launch it had been the Triumph Renown Mark III. The owner’s manual shown opposite calls it “The Standard Sportsman” (with no ‘Vanguard’), but on the car itself the name ‘Standard’ hardly appears – it is the Vanguard Sportsman. The estate John mentions was just “the Standard Vanguard Estate Car”.



This indecision about naming the cars has been echoed all through Triumph’s post-war history.

John writes:

“Standard Triumph in the late 1940s and part of 1950s seemed to have something of a habit of last-minute renaming certain models of their cars.

The name “Renown” does not appear anywhere on our cars, simply because of a late change from Triumph 2000 Saloon to Renown, soon after the first adverts appeared in the motoring press.

That decision was taken so late in the day that almost identical adverts show the 2 different names in successive issues of *The Motor* back in 1949!

So the circular badge showing the Commission number, on the bulkhead of our cars, under the bonnet states merely “Triumph 2000”.

“Moving on now to the mid 1950s, after our TDC Renown production had ceased in October 1954, photos were taken of the proposed Renown replacement with the appropriate model script badges on it, before the top-of-the-range Vanguard Phase III was renamed, at a late stage, ‘Standard Vanguard Sportsman’, but this time **before** any press adverts appeared. I know this having seen the factory negatives at Gaydon, though I don’t think these have appeared in print anywhere yet.”

At one time the Triumph Mayflower had been in development as the Standard Pennant. In 1959 however, an equally last-minute change of name reinstated the Triumph name with much greater impact for posterity, in the form of the Triumph Herald. ‘Herald’, however, was part of the naming scheme of Standard; it would have followed naturally from the Ensign, Pennant, and the Flying Standards. After that, Standard as a name was eclipsed, simply because of the connotations of Standard in the sense of ‘basic’ or ‘ordinary’; and in 1963 it was withdrawn for good. It was a sad end, because the underlying engineering and traditions of the Standard company were amongst the best that Britain had to offer, in an age when the Best of British was the best in the world. Perhaps, had R W Maudslay and Alex Craig selected a more charismatic name in 1903 – it is said they wanted the idea of “the best possible Standard”- the whole history of motoring would have been different.

John Bath continues:

But back to the Sportsman model, though it was no doubt easy to delete the “Renown” script from the front wings at a late stage, Standard clearly had to avoid any extra production expenses, retaining the Triumph-style “globe badging”, the mock Triumph radiator grille, and not least the TDD commission number prefix, following directly on from our TDC Renowns!



Would you not assume the above was a direct successor from our Renowns? Notice the central V-shaped bar of the grille, flanked by flat strakes; and the modernised globe symbol, which appears again as the centre-boss of the steering wheel.



Pictures: John Bath



Nearly all Standard Vanguard Sportsmans – and there’s a problem! When you see more than one of these, what do you call them? “Sportsmans” sounds all wrong, but you really can’t say Sportsmen. Be that as it may, they are mostly two-tone, and Mike McDowall’s green one was only monotone because – so he has been told – the original purchaser was an MP, who thought in those days that a two-tone car was too pretentious. Mike writes:

“I have an extract from Standard's production records which confirm that the car was a special order monotone Apple Green - finished on 23rd October 1956 and for delivery to "Reigate Garages". I was told on purchasing the car that the initial owner was an MP who thought that two tone was ostentatious!

I was also told some time ago that there was once an all-black Sportsman - but all the photos I have seen all feature two tone cars. I have a copy of the "Colour and Trim Combinations" booklet that Standard produced for the Sportsman. Although it lists just seven colours and gives a selection of combinations, it says that the customer could choose any combination of these, swap upper and lower colours, and then select any of the two tone interior trim combinations. So it would be surprising if a few cars didn't come out monotone.

My car was subject to a body restoration in 1980/81, including a repaint in the original colour. It was then in Gaydon from 1985 to 2006, so the bodywork is still pretty good (but certainly not perfect). The downside of 21 years inactivity has been felt on the mechanical side - I'm gradually getting this sorted and getting more touring.”

Usually the second colour was in the area marked off by the decorative curve in the bodywork, and on the roof, but other variations are also seen. The 1959 car below was at Brooklands in 2006, and is the Phase III Vanguard which shared most of the Sportsman body and engineering. Notice the different rear-light clusters, and you can just see that on the front wings, the headlight is less protuberant – the Triumph-style radiator grille has gone.



The two-tone effect was very much the new mood of the mid-fifties, and some TDC Renowns were factory-produced as two-tone cars in 1954, and possibly from as early as 1953.

However, Renown or not, the Sportsman could certainly never have been part of a club for Razoredges; so the Standard / Triumph / Renown identity crisis nearly posed us a question.

## FORTHCOMING EVENTS

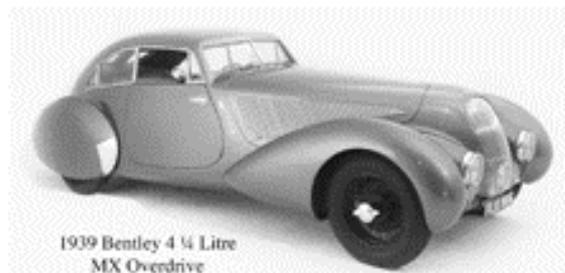
A list of suggested events which might be of interest to help you plan your motoring activities. If you know of a good event in your area, please recommend it. Emails to the Editor.

### First Saturday of each month

The Gibraltar Classic Vehicle Association is a small but active group for any classics, which holds a meeting on the first Saturday of each month except August (“too hot”), in either Casemates, in John Macintosh square, or on the Sunday at Ocean Village. If it’s raining, the meeting is usually cancelled. (What a luxury to be able to have a rule like that! We’d never manage to meet, in the UK; or so it feels.) Attendance varies depending on how relations stand on the border.

### 26<sup>th</sup> – 30<sup>th</sup> March and auctions on 29<sup>th</sup> March and 13<sup>th</sup> April

**Essen Techno-Classica 2014.** Essen, in the heart of industrial Germany, has Europe’s largest indoor classic car collection. 17 halls of exhibits and activities, including an auction of 80 high-price classics. This is the ‘rich man’s toys’ end of the market. If you fancy a 1939 Bentley, a Ferrari Testarossa, a choice of 20 Moto Guzzis, or a rare 1923 Indian Scout with sidecar, do pop along.



1939 Bentley 4 1/4 Litre  
MX Overdrive



1923 Indian Scout 600 with side car



ESSEN  
1930 W.O. BENTLEY 4 1/2 LITER  
BLOWER 1ST £650,000 - £750,000

### Sunday 6<sup>th</sup> April

**Triumph New Forest Run**, starting from Avon Heath Country Park at 10am. A leisurely cruise through the beautiful New Forest scenery in the company of other Triumphs. Organised by the Wessex Triumph Sports Six Club and the TR Drivers’ Club, so you’ll see mostly our more recent sporty cousins, but they are clear that they welcome any Triumphs – and a Razoredge looks right wherever it finds itself, so why not go along? 150 attended last year.

**Sunday 6<sup>th</sup> April**  
and each month  
throughout the summer

**Newark 'Normous Autojumble**, Newark showground, Nottingham – if it is your delight to rummage through huge heaps of spares for just about anything, here's your chance. Large displays of classic cars, commercial stands. Admission £6 a head, under 12s free.

**12<sup>th</sup>-13<sup>th</sup> April**

**Practical Classics Restoration Show, NEC.** They are restoring Vicky Butler-Henderson's Escort in 48 hours; numerous demonstrations, exhibition stands, workshops and hands-on skills training, barn finds, auctions, Quentin Wilson...

**Sunday 13<sup>th</sup> April**

**EYTCC Spring Gathering**, Goathland station. If you're not driving in your Razoredge, why not travel by the North Yorks Moors Railway? 60 Classic and Historic cars in the station car-park.

**Sunday 13<sup>th</sup> April**

**Southern Classics Spring Show, Chichester.** Relaxed and friendly.

**19<sup>th</sup>-20<sup>th</sup> April**

**Weston-Super-Mare Pageant of Transport** on Beach Lawns, where classic and vintage vehicles will congregate.

**Saturday 10<sup>th</sup> May**

**Street Life Museum, Hull.** A classic vehicle rally set in the heart of the historic Museum Quarter, located just on the outskirts of the city centre. This is a small and intimate event, hosting up to 35 historic and classic vehicles; the event starts from 9:30 am and lasts until the middle of the afternoon. All different makes and models on show.



**25<sup>th</sup>-26<sup>th</sup> May**

**Prestatwyn Car Show** has a choice of road runs through the magnificent countryside of North Wales – phone Tim Williams on 07788 598 991 for details.

**Sunday 22<sup>nd</sup> June**



**Standard Triumph Marque Day at Brooklands.** *There will be a substantial TROC presence* – if you are able to join us and bring your car, please let Chris Hewitt know, so we can arrange enough space – his contact details are inside the front cover.

This is a chance for those southern members who find the annual rally a bit distant, to line your Razoredge up with others and meet other members. If you don't know Brooklands, you really should – there is more great British history here than you can shake a stick at. It will be a great day. See the poster, on our back cover.

The three cars seen in front of the Brooklands clubhouse are the first, second and third-place best in show cars from the last meeting here, in 2006: an immaculate TR4, a magnificent 1920s specimen, and TDC 2017 Lim, then owned by Arthur Pocock (shown here with his trophy) and now owned by David Pilcher, in Fort Worth, Texas.

Sunday 29<sup>th</sup> June

**Ilkestone Heritage & Classic Vehicle Show**, in the historic market place. A free family event. Telephone 0115 944 3944.

Sunday 29<sup>th</sup> June

**Lymm Historic Transport Day**: on the last day of the Lymm Festival, this is a wide-ranging collection of 1940s and 50s nostalgia – a Razoredge would be perfectly in keeping. Visit the website at [www.lymmtransport.org.uk](http://www.lymmtransport.org.uk) for ideas and details. If you go, see if you can spot those two decaying Renowns Graham Sinagola photographed, and try to get the Commission numbers!

Sunday 13<sup>th</sup> July

**TROC Annual Rally**: see our feature article on page . 10:30 to about 5:00, at RAF Cosford, nr Shifnal; and an informal dinner at the Park House Hotel on Saturday evening for any members who would like to come along. See p22 for further details.

Saturday 4<sup>th</sup> October

**From Jacques Faerber, in Switzerland:**

4 October 2014  
in Morges, Switzerland  
on Lake Geneva



**We wish you a very Happy New Year**, full of good health and many enjoyable hours driving your British car. The photographs of the 2013 edition are now on the website at [http://www.british-cars.ch/photos\\_a.html](http://www.british-cars.ch/photos_a.html)

For the 2014 edition of the Swiss Classic British Car Meeting we have one anniversary celebration: **ROLLS-ROYCE** will be celebrating their 110th anniversary, in the chateau grounds for the older models and a reserved area in the ornamental Park for more recent models. **Motorbikes** will again be grouped together on the quay next to the Old Port.

**The quays will welcome all other British makes and models, as long as they are 20 years old or more.**



Photos: Jacques Faerber

*If you are out at an event, or out and about with your car, DO please send us a photo or two and a brief account. Especially overseas members!*

**NOTES FROM THE AGM**

On a pleasant March morning at Gaydon Motor Heritage Museum, in Syndicate Room 7 as last year, we assembled at 10:30. This year there were many fewer general members apart from the ten members of the committee, and we have to hope this was a sign of general approval of the way the club is run.

Chairman Chris Hewitt opened the meeting, thanked those present for their attendance, and outlined the events of the past year. In addition to the very successful summer rally at Kimbolton Castle, the club had been represented at various events and shows, and the members who had turned out with their cars to show the flag were thanked – particularly David Shulver, at the NEC, which was a three-day meeting where the cars could not be removed overnight – which always causes logistical problems for whoever goes.

Unfortunately we had not managed to have anyone at Stoneleigh in October. There were hopes that our presence at Brooklands in June 2014 will be more substantial.

The Officers of the Committee each reported on their activities over the past year.

Bob Parsons, who combines the roles of Secretary and Treasurer, had probably the most significant news. Not long before our club insurance was due for renewal last November, our insurers had decided that they would no longer include liability for any safety-critical parts for which we as a club are responsible – without a huge additional premium. (When we sell on existing items of spares which are original Triumph stock, the Club is not liable; but increasingly, as original Triumph spares are used up, we are having items re-manufactured, using the original Triumph specifications. Without this vital role which the Club undertakes on behalf of the membership, it would soon become impossible to keep many of our cars on the road; and for these items, in the event of a claim against us, it is essential that the club is indemnified.) Bob had, after extensive research, managed to find a new insurer who would not ‘duck out’ of this crucial area of cover, and was actually cheaper than our previous insurer. Unfortunately the situation so far as indemnity for the sale of safety-critical parts to the USA and Canada remains unchanged. He was thanked and congratulated for his action. He also confirmed that the necessary annual renewal of our registration at Companies House had been completed. As Treasurer, he presented the accounts for the previous financial year, which are reproduced on the following pages.

Our financial health continues to be sound; the spares account is strong, and had again been used to support the General Account, where gradually declining membership and steadily rising prices for printing and postage combine to squeeze funds.

Bob Hobbs reported on membership: we have 175 members, 137 in the UK, 28 overseas, 6 associate, and 4 honorary. There continues to be a small turnover of membership each year, mostly as cars are bought or sold. Most new-member contacts come to us through the website. It was agreed to discontinue the annual sending out of membership cards, except for members who request one.

Your Editor’s report was mostly apology for those editions of the Globe which had been posted significantly late during the year. The six normal editions had been produced and distributed, and the format and contents seem to meet with approval.

The three spares stockholders reported slow but steady sales of items during the year, and none had any report of failing to meet members’ needs. Irving Dalton said that after many years, he had decided it was time to retire from the committee and his role in spares by the end of this year; the Committee will consider the best way to fill the gap. Irving was thanked

for his many years of tireless service to the Club, and especially for his invaluable expertise in the technical details.

The existing officers of the club were all prepared to continue to serve the club for the coming year (with the exception of Irving Dalton, who would continue only until alternative arrangements can be put in place) and all were re-elected as a group.

<b>T.R.O.C. LTD GENERAL ACCOUNT 2012 and 2013</b>			
	<b>2012</b>	<b>2013</b>	<b>INCOME</b>
<b>EXPENDITURE</b>			
Globe	£ 3,426.80	£ 3,326.18	Money at Bank 1.1.12 + 13 £ 1,530.46 £ 1,290.19
Stationery + postage	£ 253.79	£ 168.63	Subscriptions
Meeting + Rally costs	£ 1,263.29	£ 799.41	(incl joining fee for new members )
Donation/ Bequest	£ 100.00	£ 184.50	137 (144) Ord Members
Transfer of funds to TROC Spares A/c	£ 500.00	£ 431.00	28 (29) O/S Members
Web design + maintenance	£ 385.00	£ 385.00	6 (8) Assoc Members
Repayment of Subscription	nil	nil	4 (4) Hon Members
FBHVC Membership + DVLA Investigations	£ 74.86	£ 74.88	175 (184)
Unpaid Cheque	£ 24.00	£ -	Contribution from TROC Spares A/C £ 1,000.00 £ 1,476.00
Company Hse Registration	£ 13.00	£ 13.00	Rally Receipts £ 65.00 £ 16.00
Bank charges	£ 96.75	£ 61.75	Adverts / DVLA Car Registration £ 43.00 £ 26.00
<b>Sub total</b>	£ 6,137.49	£ 5,444.35	Sales of mugs, badges + diagrams et £ 28.00 £ -
Money at Bank 31.12.12 + 13.	£ 1,290.19	£ 2,413.06	Repayment of deposit nil
	£ 7,427.68	£ 7,857.41	Recd for TROC No2 A/C £ 500.00 £ 431.00
			Bank interest £ 0.73 £ 0.79
			<b>£ 7,427.68 £ 7,857.41</b>

John Bath, the club's Historian, reported on research on the Standard Vanguard Sportsman, and also on the changing legislation in respect of claiming original number-plates for 'barn find' unregistered cars, which is a function the club continues to perform. He has also been working to supply other classic car magazines with material on our cars, in order to raise awareness and keep the cars in the public eye, and as a result there is an article in the current edition of Triumph World.

<b>T.R.O.C. LTD SPARES ACCOUNT 2012 and 2013</b>					
<b>EXPENDITURE</b>	<b>2012</b>	<b>2013</b>	<b>INCOME</b>	<b>2012</b>	<b>2013</b>
Spares Purchased	£ 10,882.79	£ 9,498.65	Money at Bank 1.1.12 & 13.	£ 27,762.90	£ 27,905.09
Postage	£ 1,089.84	£ 1,302.33	Spares Sales	£ 14,763.77	£ 11,439.44
Transport costs	nil	£ 644.50	From Gen A/C for spares sales	£ 500.00	£ 431.00
Manuals, Stationery & stamps	£ 876.00	£ 116.35	Postage for spares sales	£ 1,089.84	£ 1,302.33
Rally tent, banner & sound system	£ 219.00	£ 100.00	Members credits on goods	nil	nil
Retirement Gift	£ 504.40	£ -	Donation	nil	nil
Refund on goods returned	£ 100.00	£ 87.50			
Companies Hse Return	nil	£ 187.50			
Liability Insurance	£ 1,089.89	£ 265.61			
Directors Liability Insurance	£ 424.00	£ 424.00			
Loan Fund repayment	nil	nil			
Transfer to Gen A/c	£ 1,000.00	£ 1,476.00			
Uncleared cheque	£ 25.50	£ -			
<b>SUB TOTAL</b>	<b>£ 16,211.42</b>	<b>£ 14,102.44</b>			
<b>Money at Bank 31.12.12 &amp; 13</b>	<b>£ 27,905.09</b>	<b>£ 26,975.42</b>	<b>STOCK AT COST</b>		
			31.12.12	£ 66,461.00	£ 66,285.00
			1.1.12	£ 68,145.00	£ 66,461.00
			<b>TOTAL</b>	<b>£ 44,116.51</b>	<b>£ 41,077.86</b>

## REBUILDING THE DREAM

From time to time in recent editions Ray Gomm has shared with us the trials and tribulations of owning “Grace”, an 1800 TD3176, GWF 90. Here, he brings us closer up to date with his progress.

“This story really begins back in July 2012 when, knowing absolutely nothing about 1800s I twice travelled the 300 mile round trip from my Hertfordshire home to North Lincs to buy this 1948 Razoredge. Had I known then what I know now I would have bought one of the many fine fully restored examples I’ve since seen advertised in the Globe instead – it would have saved a lot of money and time. I guess the cards were on the table when on collecting the car the starter motor burnt out when trying to restart after a break on the way home.

The engine was always smoky, and supposing the problem to be in the top I had the head rebuilt with a couple of replacement valves – the last in stock at the time - from TROC. The head had been in bad shape and required a lot of work. There was also a lot of wear in the cylinder bores. This actually made things worse as the increased compression drew up more oil and, although I now had significantly more power I was actually burning more oil. This called for drastic action.

In March 2013 an engine became available from TROC – working condition unknown. So £500 later I was the owner of an engine in dire need of work ... it had lain on its side for many years and the oil was totally congealed inside (see The Globe, June 2013). The first problem was getting it home. I had an old Series 1 Land Rover which I only use for fishing and we decided to put it in the back, but getting it in there was a problem. Even with three of us we couldn’t lift it, but by jacking it up alternate sides on a pile of tyres we eventually got it in. When I got home I realised we couldn’t get it out again, so the next day I dismantled the engine down to its last nut and bolt in the back of the Landy. Every part was cleaned and carefully labelled in individual boxes and bags with the appropriate nuts, bolts and washers, so now I had a pile of bits to work with.

The first step was to take the now empty block to Apsley Transmissions in Hemel Hempstead where it was acid bathed for 48 hours and a thorough inspection suggested it to be “a good ‘un”. From there I took it to L E Cramer Motor Engineers, Watford, who blocked up all water orifices with clamped plates and pressure tested the block’s water chambers. They reported minor leaks from two head studs and one side core plug – easily remedied. Now that I had a solid block to work with and the game was really on. The next, and final, port of call was to Bob Harman Performance, Watford.

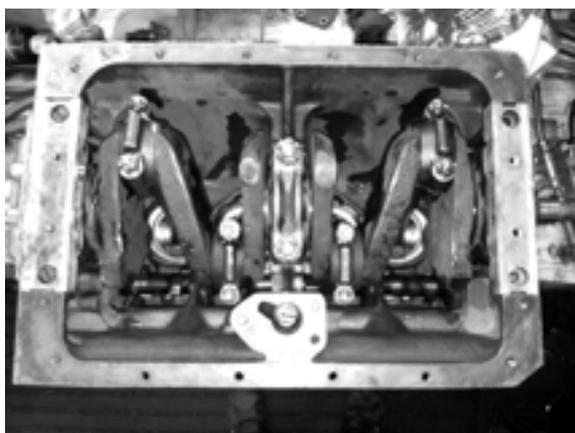
I’ve known Co-Directors Bob Harman and Cliff Narroway for 20+ years as they’ve always and exclusively looked after my classic cars – especially the many American classics I’ve owned. Both are excellent engineers and whilst Cliff looks after the Workshops, MOT and general administration it’s in Bob’s engineering and parts department where we now start and it was Bob himself who undertook my engine refurbishment.

Starting with a rebore of the block Bob, from his many, many specialist suppliers, then sourced new pistons at +30 thou. He machined and fitted new small ends to the con rods, polished the crankshaft and cam and rebuilt the whole with new big end shells (+60 thou) and new main bearing shells (+30 thou). Then he turned his attention to the cylinder head.

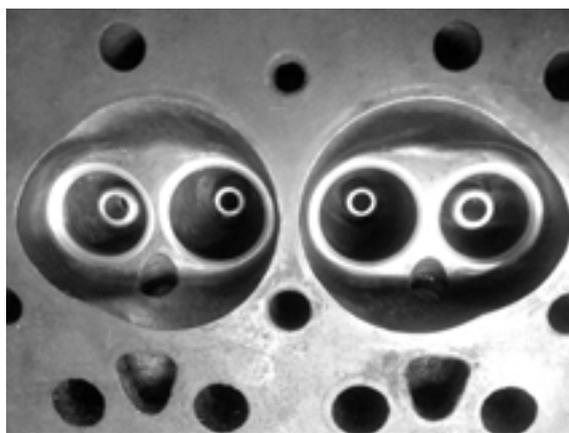
The valves were hopelessly distorted and the valve guides worn beyond redemption. Don’t ask me where from but Bob sourced a complete new sets of valves and guides which he fitted complete with new hardened valve seats, so no more lead additive would be required. Next he skimmed the head.

And then the real magic began...Bob commented that the valve guides had no oil seals – as was usual in those days. So he planned to turn down the top of the guides to accept a valve seal insert. The problem was going to be to find one that was thin enough to fit inside the double springs which fit over the valves stems and guides – the answer came from Toyota. Bob sourced the eight oil seals and fitted them to the new guides which he had machined to fit. It all fitted and worked exactly as he'd planned. Which is hardly surprising as he not only builds engines of all types and sizes for clients but also his own and others' racing engines, plus bespoke work for several racing teams. It's not uncommon to see a Maserati or similar engine in bits or in process on one of his many workshop machines. You'll often find him meticulously balancing a crankshaft for some enormous 8 pot American block.

It was now February 2014, almost a year since I bought the engine, and work has been delayed by a combination of using the smoky old engine for all of last years classic shows and the need to get some money together to pay for the above. I have to say that BHP's charges are very reasonable but this was a lot of work. The pistons alone cost £70 each and with the valves, valve guides, oil seals, shells, head gasket, clutch plate, release bearing etc the parts bill alone was over £600. When you add the cost of the engine, acid bath, pressure test and labour there'll be no change out of two grand ! Next is the fitting which is scheduled with Cliff's side of the factory for Tuesday 4<sup>th</sup> March – I'll let you know how it goes."



Shiny new pistons up the re-bored block



New valve guides and hardened valve seats



8 shiny new valves standing to attention



Valve seal in position, ready to press down  
Photographs: Ray Gomm

We look forward to Ray's next news, with fingers crossed for a happy ending to the saga.

As always with technical issues and references to particular firms – these are the author's own records and comments, and do not imply any endorsement by TROC.

## AN INTERESTING INSIGHT

At a recent committee meeting, Irving Dalton, one of our team of three spares-stockholders, accosted me. “Look at this,” he said, “and tell me what you notice.”



It was an aged brown cardboard box, empty, and the contents label indicated it was part of our stock of original Triumph spares.

“I’ve been sending these out for years,” he said, “and only last week for the first time did I unfold one of the boxes. I’d seen the coloured insides, without taking much notice. But look...”

He unfolded the whole box-lid, and then the base, revealing on the interior sides that the thin card case was cut from Ryvita boxes.

In the immediate post-war years, of course, many things were in short supply and we could afford to waste nothing. Presumably these were surplus card prints to another order, re-used on the reverse side to make small boxes to be supplied to Standard Triumph for their spares packaging. I did wonder if the card had been rejected because of the typographical error of printing Ryvika, rather than Ryvita, on some; but a little internet research revealed that Ryvita (a British company based in Newbold-on-Stour, near Stratford-upon-Avon) had exported to the USA under the name of Ryvika.



The Razoredge was built using many aluminium panels instead of steel, for a similar reason – steel was in short supply, and aluminium, no longer in demand for mass-production of aircraft, was not. It was an age of make-do-and-mend, creative solutions, and muddling through somehow in hope of better days ahead.

**DAVID SHULVER REPORTS ON THE NEC EXPERIENCE**

Late in September 2013 I had a surprise evening phone call: had I ever been to the November Classic Motor Show at the NEC, and would I like to go? And more to the point, would I like to exhibit my TDA on a joint Razoredge / Roadster stand? With a few more details of what it entailed, and a couple of days to think it over, check the diary, and receive a nod from the other half – Jenny would have to help on the stand, and would be needed to drive the second vehicle – everything was cleared, so I replied I would be honoured to attend.

What on earth had I let myself in for? I knew the car would cope with the long drive to Birmingham, because I had attended Club rallies many times in the last 18 years or so, but this was winter. Potential November fogs, ice or even snow! Too late now; I was committed.

Two weeks before the show I gave the old Triumph a really thorough clean inside, outside, top and bottom, and under the bonnet, tidying and tarting up a few rough edges. There's always something that wants doing. A complete check over the mechanicals and the electrics, with a special check of the lights, as I would be using the vehicle in the dark – this doesn't happen in Suffolk; normally I only have to worry about lights for the MoT. Start up the engine – DISASTER, water spraying out of the water pump! This was not a huge problem. I have loads of spares including a couple of water pumps, so select the best one, check it over, and make up a gasket and fit; and three hours later we were running again with no drips. On the Sunday before the show we had a little drive out to Framlingham, pub lunch, back home with no problems and no leaks, and so back into the garage all ready for our NEC adventure.

On Wednesday 13<sup>th</sup> November we left Suffolk in the late morning on a bright but cold sunny day to travel to our overnight hotel in Kenilworth, leaving the A14 at Cambridge and driving on the quieter and less crowded roads to St Ives, Bedford, Daventry and onwards. The drive was great, with the autumn leaves still on the trees (no sharp frosts yet) and I should have stopped to take a photo of the very pretty display of browns, yellows, golds and reds all mixed in with the remaining green – but didn't. We arrived in the late afternoon at the hotel, which was ideally situated on the A452 just a short drive from the NEC in the morning.

On Thursday 14<sup>th</sup> I made a quick leather-down of the Triumph, and then off to the show. There are strict set-up times for each hall. Our allotted time was 9:30 – 10:00am. With 11 halls to fill with 1,500+ cars and all the commercial stands in one day it was a bit of a nightmare, but very well organised. Vehicles and trailers were constantly entering and leaving the show halls. It was time to meet the Roadster gang and try on our smart Triumph fleeces (to keep!) – great. Ours was an easy stand to erect with no lighting, no carpet, just a simple plastic chain surround, a hoarding with posters as a back-drop, three display cabinets, a dozen chairs and small tables (for tea, cakes and biscuits), and two Roadster flag banners, and it was done. The three cars were lined up with mine in the middle, and then a final good polish, complete the paperwork, and we were ready for inspection. Drip trays were placed under each vehicle – there are penalties for leaving a mess. Our cars don't drip oil, do they?

It was time to go. We came back to Suffolk in the second vehicle, because we weren't attending the show on Friday, but would be back for our stint on Saturday and Sunday.

We were up early on that day, to motor back to Birmingham and take up our places by 9am. We had two two-hour shifts on duty on the stand, very busy answering questions and chatting to the public, but that left good time during our breaks for looking round the rest of the show, and doing a bit of stall shopping. On Saturday night we stayed at another hotel, this time in Warwick, before returning for the early and late shifts on Sunday. At 5:30 the show closes –

but absolutely NO vehicle movements are allowed until every last Joe Public has left, when a horn blows and everyone rushes to get the stalls disassembled. There are no pre-set slots for leaving, so it was a free-for-all and long queues to get out. We had been warned that it might take until 8pm before we could leave the hall and then go to find our other car in the massive car park complex, so we had arranged to stay another night at the Warwick hotel.

Early on Monday morning we had a wet drive home to Suffolk, arriving home at about 12:30, having covered 315 miles. A great but hectic few days, but we both enjoyed it. Did anyone notice JLY 232 hiding in hall 11 between the VW split-screens and the Sporting Bears Dream Rides? I like to think so.

This article has also appeared in the Suffolk Vehicle Enthusiast's Club newsletter, David's local all-makes club, to whom we are indebted for permission to reproduce it.

**If, after having read David's account,** and realised just how much is involved, you think you might like to represent the Club one day, and your car is of a presentable standard, do contact Chairman Chris Hewitt and put your name forward. The NEC is a bit special, and most shows are on a smaller scale, but even so can involve quite an effort in order to show the Razoredge in the style to which the car itself quietly insists. Be assured, however, that she's a show-stopper, and always draws an admiring crowd.

## TRACES OF TWO CARS

In recent editions, we have heard of two cars about which members have been able to supply further information.

One was a request from Susan Ainsworth and her sister about the present whereabouts of their father Robert Hall's TD or TDA, JON 887. Member David Wickens, who was our Membership Secretary before Bob Hobbs took on the role, was able to locate a note that this car



was indeed on record as having been exported to Bayberry, Ohio, USA; and further he was able to supply the commission number, TDA 0847. This means that it was indeed the 2088cc engine, and as Susan remembered, the gearshift on the right, and built in midsummer 1949. However, we have no further record of the car after the note of its export, in the late 60.



The other was an encounter with TD 3771, which Brian Wade spotted in the Transylvania region of Romania, in September 2013. The current owner, Vali Petrescu, had bought it in Dorset in 2010, and was using it for wedding hire. Our long-standing member Craig Pillans, from Lincolnshire, noticed the commission number and was sure he'd seen it before because he noted the similarity to his own car, which is TD 3717. He was able to locate a record showing that the car had once been owned in the club, before the sale which took it abroad.

**THE CLUB RALLY, JULY 2014**

We shall be Rallying together from 9:30 – 5:00 at RAF Cosford Aerodrome, near Shifnal, Wolverhampton. The base is still a ‘live’ RAF base, principally for training and aeronautical engineering, but also has an extensive museum (entry free) covering the 75 years of Cosford history and other significant aeronautical events. The impressive and thought-provoking Cold War Exhibition was opened in 2007, and is a vivid recollection of the mood prevalent in the years when our cars were in common use.

The Mayflower Club will be joining us, and a relaxed and convivial day is expected. If you have not attended a TROC rally before, please consider coming along – you won’t regret it.

We have a special rate arranged at the Park House Hotel, Shifnal, for one or two nights as you wish, and a dinner on Saturday evening for all those members and partners who would like to come along. The hotel has an indoor pool, spa bath and sauna; and it accepts pets. Nearby attractions include Boscobel House, the amazing Ironbridge Gorge museums, and shopping in Telford. Phone 01952 460 128. Park Street, Shifnal, Postcode TF11 9BA. It’s £90 for a double room, bed and breakfast; £75 single.

**OLD TIMES**

This photograph of an 1800 in the pleasant setting of the ruins of a rambling stately house was spotted for us by Dirk Devogeleer, in *The Old Motor*, an online magazine, which is well worth a look if you have a few minutes to spare. Making it more interesting, however, is the registration number of the car: GVC 59- . That is a Coventry registration, so it was sold not far from its birthplace, and they started issuing GVC plates in December 1947, and had used them all up by March. Since 59- will be a little over half-way through those dates, this car would have been first registered in January or February of 1948. Photo courtesy of David Greenlees.

## ROUND BRITAIN RELIABILITY RUN IN A RENOWN??!?!?

Dirk Devogeleer writes: “Ever since Shaun and I started restoring our Triumph Spitfire the idea has been there to go on one of the famous Club Triumph Shakedown drives.

Shaun and I have been exposed to the effects of Cancer in our daily lives; how the patient and family cope with the terrible news, the suffering and the impotence to help, the clutching of straws and the denials, the moments of hope and the disillusion. It is where the volunteers and nurses come in. They become part of your family, understanding better than anybody what you are going through, listening, helping. Just as they helped us, we wanted now to help them in their tasks.

There was only one little problem, the Spit is not and will not be ready for the 2014 run dedicated to the Macmillan Cancer support. There was however a challenging solution to the problem: we could take the Triumph Renown, a 64 year old Razoredge. It would be the oldest car to have driven the event.

Is it really such a challenge? Back in the years Triumph would road test their cars on a reliability run, the first one through the Cotswold in 1934. The run would prove to the public that their cars were capable and reliable and they would get press coverage. The 2014 edition of the Club Triumph run has the same aim, but now the press coverage is directed at a worthy charity cause.

From the original 100 miles the run has grown to 2000 plus miles round Britain, albeit on much better roads with less logistic challenges.

Our challenge will be to keep the car running, more than losing time. 2000 plus miles in 48 hours including the mandatory stops means an average speed of 45 miles an hour, in a car with a top speed of 75 MPH and 70 BHP on tap when new. To put a car designed as a dignified transport in a period where average trip distances would be 50 miles and greasing intervals were 3000 miles; and through a year's worth of driving in one weekend, Shocking!

But we come well prepared. The Blue Lady is currently undergoing a heart transplant and will have a fresh engine and gearbox, plus new bearings, electrics and a few other surgeries when lining up at the Plough at dusk on the 4<sup>th</sup> October. Shaun is ex-forces and well suited to cope with the hardships of close company for 48 hours, but even more important he is skilled in the dark arts of mechanical repairs. Me? I might well be the weak link in the whole adventure, but I do make good coffee... not that Shaun drinks any.

So that leaves us to ask for your support, to ask for your donations. Donate whatever you can afford; from some loose coins to part of your Euromillions spoils, anything is welcome. If you are skeptical and think we will not make it all the way, why not pledge a sum for each mile we achieve? But be warned that we are going for victory not spoils!

For those who believe we will be last in, we have chosen the team name **Broom**. We have also pledged Tim that we will sweep up your finest British roads and collect all proudly Made in Britain parts that might have fallen off the other cars. A light task if ever if you ask us.”

Dirk Devogeleer

**I'm sure Club members will wish to support Dirk and Shaun. In future editions we shall have further details of how you can contribute, and nearer the date we shall publish details of the route and expected times, in case you wish to line the roads with Razoredges tooting their support of this noble venture.**