

Our cover picture for this issue:

TDC 2082 leaving Weggis in Switzerland, Lake Lucerne providing a magnificent backdrop, on 14th June 2000. Photo by Tom Robinson; see his final instalment of his Limousine research for further information. See also the For Sale section if you'd like to buy this very car.

TROC LTD AND HAYNES INTERNATIONAL MOTOR MUSEUM**GRAND RE-OPENING ~ 16TH APRIL 2014****by John Bath**

I was invited to be a guest of the Directors of the Museum, representing TROC Ltd in the classic car club field, in April. It was good that the Museum enlisted the help of the classic car movement to help spread the word about this great museum.

However, you will not see at the museum any Razoredge cars, whether large or small; nor the more recognisable (to most) Roadster model with its Bergerac TV connection. What you will see are a great many cars that are very rare in England, especially some great American classics usually only seen in the States.



Duesenberg: 'a doozy' entered the language as meaning something outstanding from its kind – in this case, a 25,000-dollar car in an age when a doctor might earn \$3,000 a year.



The enormous Chaika, Russian 5.5 litre status car, restricted for the use of government department officials. Khrushchev preferred one of these to the even-larger Zil limousines.

I had visited the Museum myself on previous occasions and was fascinated by the eclectic selection of cars, with quite a few acquisitions rarely seen in the UK; for instance a Packard-inspired Russian Chaika, from the late 1950s which once starred in BBC TV's "Top Gear".



A Morris Oxford mark III from 1956-59? No, the plant was sold, complete with tooling, to Hindustan Motors at Uttarpara, West Bengal, and the **Hindustan Ambassador** continued in production until – when would you guess?

Yesterday, virtually.

On 25th May 2014 the factory was officially terminated.

Photographs: John Bath.

Although the event was timed to start at

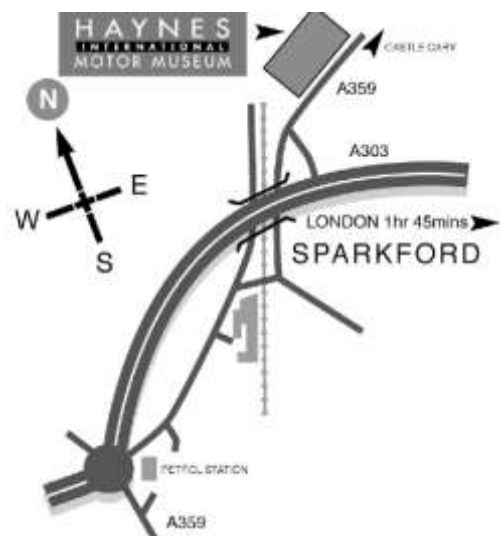
11.30am for 12 noon, a pretty large queue had built up by 11.15am. On the way in to the marquee, I saw the familiar face of TV's Chris Barrie chatting to staff, one of a number of well-known faces to be seen as the proceedings got underway. Later I spotted Martin Shaw (or his double, at least) plus TV's Warwick Davies and family, and one half of the Discovery Channel TV "Wheeler Dealers" duo, Edd China.

I also reintroduced myself to the famous Norman Dewis, former Jaguar Test Driver, who had the misfortune to crash the one and only Jaguar XJ13 prototype after component failure, and having been told **not** to take it out on test under orders from "the boss", Sir William Lyons. It was an "interesting" discussion, I was told, after this incident, but which Norman made light of in his usual understated way!

There were witty speeches by Marc Haynes who runs the Museum, Mike Penn who has been the Curator since there were only 30 cars – and now there are 300 vehicles. John Haynes, who founded the publishing Empire which gave rise to the Museum, then introduced Ed Vaizey the Culture Minister who, in an amusing speech, declared the new museum open in the traditional way. He praised the self-financing efforts of the Museum which had indirectly help to control the National Debt.

The newly upgraded Museum, not far from the A303 in Sparkford, Somerset, is unrecognisable from the one I had seen before. They had managed to keep elements of the museum open throughout the rebuilding, but now that all the work is complete I can strongly recommend an early visit!

Website: www.haynesmotormuseum.com



John Bath, May 2014

CHECKING YOUR TYRES

The FBHVC last month carried a comprehensive article on checking tyres periodically. It may be helpful to members to summarise some of the key points (because not all tyre guidelines are relevant for our particular cars; we are unlikely to exceed the top speed rating, for example.)

So what do we look for? Plenty of tread is obvious, but look also for uneven wear patterns which could indicate a tyre going out of shape. Look for bulges in the walls, and don't forget tyres have two walls – from time to time you need to jack up, remove the wheel, and inspect the inner surface for bulges, cuts or cracks, or perishing. All tyres should have a date mark; tyres manufactured in the 21st century will have four digits in the format 5212, where the first two digits are the week and the last two are the year, so the last week of 2012 in this example. Tyres made in the 90s will have 3 digits and a triangle (so 017 with a triangle is the first week of 1997, but without the triangle could be the first week of 1987 or 1977).

Even for cars generally driven at lower speeds like ours, ten years should be the maximum age of a tyre, no matter how low-mileage or how 'new' it looks.

Tyres used less frequently can age faster than those in regular use, because of the stresses of standing still for long periods. Remember the spare as well, when replacing tyres.

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.

Sunday 22nd June



Standard Triumph Marque Day at Brooklands. *There will be a substantial TROC presence.*

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.

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 29th June

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

Sunday 29th 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 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!

30th June – 10th July

From UK to Le Mans via D-Day Beaches, a tour organised by the Sunbeam Tiger Owners' Club.

5th-6th July

'Dig for Victory' Show, Bristol Celebrate the 'Best of British' and life in the 40s with re-enactors demonstrating what life was like in wartime Britain, an exhibition of veterans sharing their stories, traditional crafts, locally-grown produce stalls, vintage clothing, farmyard animals, traditional fairground rides, a children's trail and much more! A timeline of civilian and military vehicles takes visitors back into the 1940s, needing a wide range of vehicle types and ages to make the scene complete. The organisers are looking for owners of classic cars who might like to come for free to the event if they can bring their vehicle. Contact Samantha Mitchel on sammitchell@doctors.org.uk for further information.

Sunday 6th July

Darling Buds Classic Car Show, at Buss Farm, Kent, where the TV series was filmed; organised by the Rover P5 club.

Sunday 13th July



TROC Annual Rally, 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. (Picture: last year's rally, by Tom Robinson.)

- 16th-20th July** **War and Peace Revival, RAF Westenhanger, Folkestone Racecourse, Kent:** military and civilian re-enactments, arena events, vintage funfair and many attractions; 3,000+ vehicles to see.
- 18th – 20th July** **Boconnoc Steam Fair, Liskeard, Cornwall:** Steam and all classic makes of car; funfair, rides, bars and catering, many attractions.
- 18th – 20th July** **Austin 10 National Rally, Market Harborough** On the borders of Leicestershire and Northamptonshire, why not visit a different but quite lovely marque? A Razoredge in the car park will not offend our humbler cousins.
- 18th – 20th July** **Granclassic GP Meeting, Antwerp:** a two-day driving and navigating rally, culminating in a closed-track meeting reviving the 1938-39 GP memories.
- Friday evening, 18th July** **The East Yorkshire Thoroughbred Car Club** holds an informal meeting from 5-9pm on the banks of the Humber, at the Humber Bridge. All classics welcome.
- 19th – 20th July** **Shelsey Walsh Hill Climb meeting,** West Midlands, supported by Classic Sports Car Magazine – all makes, and several clubs will be represented. Will any member show the flag for the Triumph Razoredge? Bands, events, a Concours competition; a working water mill to visit.
- Saturday 19th July** **Ripley village fair Classic Car Show,** just off the A3 near Guildford. Various classics, plus tractors, pony rides, classic scooters and Harley Davidsons.
- Similar Village Fairs take place around now, all across the country – what better excuse to get the Razoredge out and enjoy some simple rural pleasures?** We recommend Leigh, in Dorset, with a Food Festival; Sunday morning bacon roll and coffee at Twynning, Gloucestershire, all on 19th July; Narborough in Norfolk and Frodsham in Cheshire on 27th July; a large gathering on the green at Rickmansworth in Herts on Wednesday 6th August; and Firle Vintage Summer Fair at Firle Park, Sussex, on 10th August.
- Sunday 20th July** **Grampian Museum Vintage Gathering, Aberdeen.** All manner of classics and clubs taking part.
- Sunday 20th July** **Wheels of Yesteryear at Lennoxlove, East Lothian, Scotland** preceded by a run from the Scottish Mining Museum.
- Sunday 20th July** **Fleetwood Festival of Transport Tram Sunday, nr Blackpool, Lancs,** uniquely taking over the whole town centre. If anyone goes, please send us some photographs and a write-up – this one sounds really good.
- 25th – 27th July** **Historic Sports Car Club Classic Silverstone meeting**
- 25th – 27th July** **Land Rover show, Billing Aquadrome** Because they are still being made, it's easy to forget that Land Rovers were born in 1948, contemporary with the TDA Razoredge. A great show with history and uniquely British attitude.

- Saturday 26th July** **The Festival of the Unexceptional**, at Whittlebury Park Golf Club, nr Towcester, with a Concours de la Ordinaire: a tribute to ordinary cars from the 70s to mid-80s. Well – it's different!
- 26th – 27th July** **Triumph Sports Six Clubs Triumphfest at Donington, East Midlands:** watch and listen as our sportier young cousins roar their stuff on the track.
- 26th – 27th July** **Northampton and Lamport Railway Classic Show:** a wide variety of things to do for a great family day out at Pitsford and Brampton Station.
- Sunday 27th July** **The Bristol (the car not the city) took 1st, 2nd and 3rd at Le Mans** in 1954. To celebrate, visit Castle Coombe Circuit, Wiltshire, for a family day of activities with the Bristol Car Club.
- 31st July – 3rd August** **Pickering Traction Engine Rally, Yorkshire:** a huge gathering with something for everyone. Pickering Showground.
- 1st – 3rd August** **Gloucestershire Steam and Vintage Experience:** a slightly smaller show at South Cerney Airfield, nr Cirencester.
- 2nd – 3rd August** **Essex Military and Flying Machine Show, Damyns Aerodrome, Upminster.** Re-enactments, cars, planes, and other interests.
- Sunday 3rd August** **Withernsea Gathering** – classics on the seafront, in Yorkshire
- Sunday 3rd August** **London Bus Museum Great War Commemoration, Brooklands** to commemorate the centenary of WWI.
- 8th – 10th August** **Stag Owners' Club and TR Register at the Great Yorkshire Showground, Harrogate.** With Harewood Hill climb, a hog roast, bands, autojumble, arena events, many other activities. To take part, email socrod@kingsleigh.plus.com.
- 9th – 10th August** **Kent Balloons, Bikes and Ferraris** at Groombridge Place, Tunbridge Wells. Huge numbers of hot-air balloons make a stunning spectacle; after gawping at the millions of pounds' worth of Ferraris and the monster bikes (did you know the biggest-engined production motorcycle in the world is a Triumph?), why not follow the drifting balloons across country in your Razoredge, and take a picnic, or discover a country pub? Try to capture a photo with your car and some balloons; if you're lucky, you'll have a front-cover picture.
- Sunday 10th August** **Sutton Upon Derwent, Yorkshire:** classic cars are invited to drop in – no booking, no entry fee. From 1pm; barbecue.
- Sunday 10th August** **Prescott Revival, nr Cheltenham,** where all manner of vehicles will meet, and celebrate the Hill Climb, with other side-shows.
- Sunday 10th August** **Wisbech and District Road Run,** an 80-mile route through Cambridgeshire and Lincolnshire; all classics welcome.
- 16th-17th August** **Tatton Park Classic Show, Knutsford, Cheshire** with 250 autojumble and trade stands; 2,000 cars expected. If you like them BIG, this is the one for you.

- 16th – 17th August **Hampshire Classic Motor Show, for all Standards and Triumphs**, Braemore House, Fordingbridge.
- Sunday 17th August **Humber Bridge to Thornton-le-Dale**: all classics welcome. This event has roots going back to 1946. Phone 01964 563 519.
- Sunday 17th August **Saffron Walden Motor Show, Essex**; all classics, on the Common
- Sunday 17th August **Whitstable Classic Motor Show, Kent**. On Tankerton Slopes overlooking the sea (are you sure of your handbrake?), with live music, children's rides, a retro market.
- 18th – 24th August **Llandrindod Wells Victorian Festival, Wales** has a free classic car gathering on the last day.
- 23rd – 25th August **Crich Tramway Museum Classic Transport Gathering**, Matlock in Derbyshire, with parades and competitions. All manner of types of transport.
- 23rd – 25th August **Rudgwick Steam and Country Show, Horsham/Guildford, Surrey**. 44-acre site with extensive agricultural demonstrations, working horses, huge marquee, agricultural music from the New Forest Yokels, 140-ft beer tent. All classics may be shown; free admission with your classic. Camping available. Phone 01403 823 262 or email chanaburi@aol.com.
- 23rd – 25th August **Coventry Festival of Motoring, Stoneleigh Park** including a road run on the Sunday. info@festival-of-motoring.co.uk
- Friday 3rd October **Round Britain Reliability Run** organised by Club Triumph leaves the Plough Public House, Enfield, EN2 9DJ starting from about 7pm; *including Dirk Devogelaar's Renown!* See page
- Saturday 4th October **From Jacques Faerber, in Switzerland:**



The photographs of the 2013 edition are now on the website at http://www.british-cars.ch/photos_a.html

Photo: Jacques Faerber

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

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

OUT AND ABOUT IN 2014



Graham Sinagola has a knack for locating other Razoredges besides his own. Here he is seen with his wife in 1940s gear at a show in Cheshire, where he encountered a man from Chester who has two Renowns in need of restoration, and has passed on the address of the owner of the two dilapidated cars he spotted in Lymm.

“By the end of the day we were quite tired after chatting to so many

people about the car. It's amazing how many people thought it was a Mayflower, and how many remember Renowns from their childhood.”

Later, at another 1940s meeting at the Churnet Valley Railway, he encountered for the first time another road-going Renown. This was the TDC 286 DL of Philip Pace, another TROC member, who hails from Belper in Derbyshire.

Another meeting of cars, of quite historic significance, happened in the USA. In the final chapter of his article on the Limousine, Tom Robinson notes that he had heard Bill Unger of Iowa and David Pilcher of Fort Worth, Texas, were hoping to get together. “What a meeting that would be” says Tom – and here we have the record.





Bill Unger (on the left) and David Pilcher stand proudly by their Razoredge Limousines

The historic meeting was at Excelsior Springs, 29 miles from Kansas City, and organised by the South Central Regional Vintage Triumph Register. Confusingly, Kansas City itself is mostly in Missouri, not Kansas. Bill had “only” 165 miles to go, in straight-line distance, to reach the venue; but David was 490 miles away as he set out. It’s so easy for us little-islanders to forget the size of the US. If our member Terry Telke from Connecticut had decided to join them, he’d have been travelling 1,111 miles west; and for Bill Brewer, from California, it would have been 1,329 miles east in a straight line. And since more than half of the journey would have been through mountains, ‘straight’ is not the relevant concept. In the UK, you can’t travel more than 550 miles in a straight line without falling off the edge.

Be that as it may, they did meet, along with a fine collection of other Triumphs, several of which pre-war, all looking very smart and well-maintained. There was even a Mayflower!



Pictures courtesy of David Pilcher, Bill Unger, and the Kansas City Triumphs sports car club.

You will find more pictures in an extensive gallery if you Google *Missouri Triumph April*.

For more background on both these cars, see Tom Robinson’s concluding Limousine article, later in this edition.

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.

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 such parts or cars to your requirements.

WANTED – TDC Triumph Renown – in good condition, ready to use. Contact John Hogan on 01763 260 745 or email at BenandPaula@aol.com .

WANTED - Triumph Renown - must be mechanically sound. Details to David Morgan on 01436 842952 (Kilgreggan Scotland)

WANTED: Near-side front brake cylinder for an 1800 (TD). Please contact Ray Gomm on 07979 50 5000 or Ray@oldcrocs.com .

WANTED – the following parts for 1954 TDC: locking petrol filler cap; gearbox internal cover, 33” end to end; rear wheel arch alloy trims; interior light black dashboard switch; metal door retainers, curved, approx 3”; rear axle bump stops. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE – TDC 1080 DL I currently have 1952 Triumph Renown for sale. It is not MOT but has been off the road for a couple of years due to time scale. It was a runner when last used. There is some body work required ie rust on bumpers. It would make a good project for someone who would like to give this car some TLC. Details are as follows: colour black, Chassis Number TDC 1080DL, registration MYX 405, Engine Number TDC1274E. Open to realistic offers only. Contact tel: 01270 668 834, email: jane-baxter@hotmail.co.uk

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 - The club now has in stock a restored rolling chassis for a TD 1800 Saloon complete with back axle and front suspension, in excellent condition. All enquiries to Chris Hewitt 01483 282140 Also many other parts available.

FOR SALE, for a TDB model: front doors both sides, rear doors both sides. All have glass and chrome parts. Only two door handles. Pair of front inner wings, one needs slight repair. Would swap for a TDC pair. Offers invited.
Andy Kemp 01206 825319 or email andylinandslasher@btinternet.com

BREAKING TD FOR SPARES, good front wings, all body/panels and glass available, rear axle complete, radiator and grill, other parts available please ask, sensible prices to clear. Contact Bob on 01959 533216 (near M25 J4).

FOR SALE New dashboards including glove box lids. TDB/C models only. Finished to a high standard and ready for you to apply a veneer of your choice. Also centre instrument panels for these models are available separately. Contact Irving Dalton on 01430 860 833.

FOR SALE Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email sue@sdalton.plus.com

FOR SALE rear jacking points for TD and TDA models £58 each plus UK postage, overseas £43. Reconditioned RF95 voltage regulators – exchange only £75. For details phone 02380 734 832

FOR SALE: 1953 Triumph Renown, mechanically sound, owned for 25 years and in regular use. Longest trip was to Scotland in 2002, reported in the Globe. Reluctant sale, £5,000. Contact Malcolm Capps, Wisbech in Cambridgeshire, on 01945 464 892. If no reply – please try again later.

FOR SALE: two Razoredges, non-runners, for parts, or possible restoration project. Contact 07795 832 027 for details.

FOR SALE, PREFERABLY IN ONE LOT

Mrs Lillian Fisher, of Hepworth near Doncaster, would like to dispose of her late husband’s collection of Razoredge cars and spares to someone who will appreciate them and will carry forward his intention to restore at least one viable vehicle from them. There is one complete car, nearly a runner but needing work; two other mostly-complete cars, and a large quantity of spares. Tom Robinson has visited the collection and may be able to give further details. Please contact Mrs Fisher’s daughter, Lian, on 07584 420 883 or Lian.Fisher@icloud.com .



SPARES FROM TROC FOR THE 1800 ENGINE

Irving Dalton has in stock hoses for the 1800 engine as follows; -

- Top hose £14.75 P&P extra
- Bottom with heater outlet that can be blanked off £13.75 P&P extra
- By pass hose £ 8.00 P&P extra
- also, head gaskets.

NOW AVAILABLE FROM TROC

Workshop manuals for the 1800, reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus P&P.

WANTED FOR RECONDITIONING

Bell-crank lever and bracket assembly for the Renown

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers for reconditioning.

Also needed:

- | | | |
|----------------------|--------------------|-----------------------------|
| Clutch covers | Temperature gauges | Outer door and boot handles |
| Clutch centre plates | Carburettors | Water pumps |

- all in any condition; contact Irving Dalton.

“GRACE’S” NEW ENGINE

by Ray Gomm

Monday 3rd March 2014 – it’s nearing the end of the day down at Bob Harman Performance in Watford and we’re making the last minute preparations. The engine is all painted in High Temperature Paint: Raleigh Blue. At this point of the report I know the purists are all up in arms but you know what? I like it. It sits well against my grey bodywork and Raleigh and Triumph are both names from the same era. The new Head Gasket is stuck on, the head torqued down to 100lb, manifolds on, tappets set up etc – just clean up inside the bell housing tomorrow and we’re ready to fit...or so I thought.



Out with the old

Ready with the new (well almost...)

Tuesday 4th March 2014 –The big day. At this point I should explain that I’m insured, trained and authorised to work on the premises and, for the Health and Safety conscious amongst you, I’m always properly attired with the correct safety approved overalls, steel toe-capped boots etc .

So, some last minute checks. Before I bolt the clutch on I’ll just make sure the new clutch plate slides up the splines easily – “Oh heck, the splines are wrong.” It turns out I’d made a fundamental error. When I asked Irving for a new clutch plate – no point having a new engine with an old clutch – he asked me to send the old one back first. I explained that at that point it was still in the car, however I had been given an old one with the car so I’d send Irving that one. It turns out that the one I sent him wasn’t right for my engine and as Irving matched it like for like I now had a new one that didn’t fit! I phoned Irving and he pulled out all the stops making sure I got the right one on a pre-10am delivery the next day, along with a new top hose to replace the one I split getting it off.

Wednesday 5th March – the clutch arrived and fitted properly but I’m sure there must be something really odd about my car. The new top hose which Irving had sent didn’t fit. It had an internal diameter of barely 2” and the outlet from the radiator was a touch over 2.25”. No amount of warming and stretching would have made it fit. The Oil filter was too short for the canister such that the spring didn’t even reach the filter let alone hold it tight. Fortunately we have a shop –Midnight Motors – in Watford and Mickey went through all his books to find a

filter which matched the measurements I gave him. The one he came up with was for a Phase 6 Vauxhall Astra TD. It was perfect.

So with everything ready we craned up the engine block and in 30 minutes it was in and pushed up to the gearbox. Then came the task of getting all the bolts in, made much easier in a properly kitted workshop. No lying on the floor to get underneath – just raise the ramp. I'd spent hours and hours cleaning everything in the parts washer – even all the nuts and bolts which had then been spun over the wire brush to make sure they were bristling clean. Every nut and bolt that had gone onto this engine had been given the same treatment and then assembled with copper grease to make life easy. Irving had sent the new fan belt I'd asked for and it was evident it only just about fitted. I had to put the dynamo pulley into the belt before I could bolt it to the engine – no way would it stretch otherwise. The belt had always run at a slight angle so Bob quickly manufactured a new bracket to bring the dynamo in line.

So as not to start the engine with no oil Bob removed the feed from the oil pressure gauge at the engine end, fashioned up a tight connection to a pressure gun and pumped running-in oil into the block until it appeared at the rocker shaft. Cliff set the distributor where he felt it should be and connected up the plug and coil leads. In went oil and water, a few “tickles” on the fuel pump and it was time for the off. With everyone watching for any possible leaks I hit the starter, once, twice and third time it burst into life. It sounded sweet. One tiny leak from the front but tightening a jubilee clip soon sorted that. No smoke from the exhaust and just a bit of steam from spilt water burning off the block. After warming it up Cliff put a timing light on it and he hadn't been far out with his approximation – it showed 6 degrees BTDC when the recommended is 8.

Bob – whose racing experience is incredible – pointed out that you should never let a new engine simply idle or be driven around at constant speeds as to do so will “glaze” the cylinder bores. He says it's important to keep up a mix of revs and engine loads. So even whilst sitting on the ramp we constantly varied the throttle.



After putting the bonnet on it was time for a first run. I only made it 100yds when the engine died. Disappointment hit home. We pushed it back to the garage. Determining it had to be a fuel problem we went through a logical sequence and ended up at the small filter which sits

in the banjo at the carburettor. We'd cleaned it before fitting it, but blew it out again with an airline. Refitted, started up and off again. This time no problem and soon I was going up and down the road, round the block and finally long distance – well, a mile or so. Back to the garage and all that was left was to clean up. But it was nearly 5:30 so I put it back on the ramp safely locked up for the night.

Thursday 6th March 2014 – bright and early at BHP. We torqued the head down again as recommended. I cleaned up all the tools, backed Grace out and cleaned up the ramp and area where I'd been working. I drove Grace home and she sounded great. On the Sunday I took her for a 30 mile drive: a little straight road, steady 40 mph, around the town, stop, start, uphill, downhill, plenty of variance as I'd been instructed.

Friday 7th March – back again to BHP this time without Grace. I split the head of the old engine to make it lighter to take home and then did the most painful yet, somehow, pleasurable part of the job – paying Cliff and Bob at BHP. I reckon the whole exercise has cost two grand including the £500 I paid TROC for the old engine; plus acid bath, pressure testing, four new pistons, end shells, main shells, head gasket, clutch plate, new valves, valve guides, hardened valve seats, rebore, rebuild and fitting. And worth every penny.

My thanks as always go to:

My good friends Bob and Cliff at Bob Harman Performance, Watford for all their work, unparalleled knowledge, their patience and their coffee.

Irving Dalton for rising to the many occasions I've troubled him, often above and beyond the call of duty. For help and advice on all 1800 matters.

Mickey at Midnight Motors, Watford for the many times over many, many years when he's come up trumps where everyone else has failed

Now then – who wants to buy an engine? I can tell you where to get it rebuilt.

Text and photographs by Ray Gomm, March 2014

CONTINUOUS INSURANCE – THE NEW(ISH) LAW

If you own a vehicle that is not declared "off the road" (SORN) and it is registered in your name then it must be insured **at all times**. If you don't want to use the vehicle, then you must contact the DVLA to declare the vehicle "off road". There are penalties for not having a valid insurance policy, and if your policy does not appear on the Motor Insurance Database (MID) you can expect to receive a warning letter in the post, followed by a fixed penalty fine.

You will not be committing an offence if you have done one of the following:

- **Insured your vehicle.** You can check your vehicle is appearing on the MID database. Simply enter your vehicle registration number on askMID.com.
- **Declared your vehicle "off the road" (SORN) with the DVLA.** You can check your vehicle record by using the Vehicle Enquiry service at www.direct.gov.uk/checksorn

THE TRIUMPH LIMOUSINE

Conclusion

Tom Robinson

In my previous submission on the limousine story I have covered the conception, development and production of this, the rarest version of the Triumph Razoredge. I will now complete the story with more information I have gleaned over the years.

Quite out of the blue, a few years ago, Bill and Bar Unger contacted the Club from the USA with details of a hitherto unknown limousine TDC 2620. More importantly, it turned out to be one of three built to the order of Fergus Fine Cars, New York. More details can be found on page 73 of the October 2013 issue of *The Globe*. It has been a pleasure to correspond with Bill over the years, culminating in our meeting in Edinburgh a few years ago.



He assumed that the UK style registration number fixed to the car XT 6657 was genuine. However, the XT series was issued to London during April, May and June 1924. Nevertheless, the choice of number is an interesting one.

Bill undertook some research into the history of his car. The results are well-worth repeating here. Completed on 29th April 1954, TDC2620 LIM was shipped to New York and purchased from Fergus Fine Cars soon after by William M Mitchell who became President of The Mitchell Steel Company of Cincinnati. The car still carries a 1957 Pennsylvania registration sticker on the windscreen. Mitchell died, around 1977 and the car passed to its second owner Al Fisk for \$2,500 and had a mileage at that time of 29k. The third owner, Elmer Yaugh bought it in 1985 and he had it repainted and re-chromed.

In 2003 Bill and his father purchased the car and trailered it to Iowa. It was later used for Bill and Bar's son's wedding in Nebraska and it has been driven to Galesburg, Illinois and Kansas City, Missouri. Bill has attended to steering, brakes and axle seals. It is now kept in a heated garage alongside his other British cars.

They plan to take the Renown to the south-central register of the Vintage Triumph register at Excelsior Spring between April 27th and 30th where they hope to meet up with David Pilcher and TDC 2017LIM. What a meeting that will be!

Talking of two limousines together, the late Arthur Pocock of Enfield purchased two limousines; 2017 [LVC 313] a jade green example in Cornwall and 2125 [MXF 550] a black car in the West Country. The former was the car I took to show Walter Belgrove as described at the beginning of my story in part one, and the second car was reputed to have been owned by the editor of the Daily Express newspaper. Both cars were in poor condition when purchased.



TDC 2017 in Cornwall c1980 photographed by Karl H. Klementz.

The Club did have the pleasure of welcoming Arthur to our rallies from time to time. He was a quiet and unassuming man and he must have been an extremely competent mechanic and body maker. He completely rebuilt the cars and added some touches to their interiors. I recall that both cars attended our gatherings separately.



Arthur Pocock took this photograph of his two limousines way back in 2004.

MXF 6 would be a desirable plate on any car; but fixed to a Renown limousine is a real bonus. TDC 2085 is a very original Jade Green example and we are grateful to John Bath for the following photographs of this fine car. It still exists in south Wales.



TDC 2082 at Schwyz

In the February issue of *The Globe* I described a journey my wife and I made in limousine TDC 2082 from Zurich Airport to Weggis on Lake Lucerne. On the way we paused in the town of Schwyz. It is the principal town in the Canton of the same name and it is from Schwyz that Switzerland took its coat-of-arms and its name.



Here in the Hauptplatz of Schwyz the limousine basks in the sunshine, a far cry from its original UK home in Herefordshire as OTU 630.

Unfortunately, as I intimated earlier, most licensing authorities destroyed their individual card records and registers, once DVLA said they were no longer required. Happily for us, some towns and county boroughs did retain the records as part of their local history. I have spent many profitable hours wading through records in places as far apart as Aberystwyth and York, tracing Razoredges, with the occasional limousine coming to light. That was the bonus.

The Coventry Archives' Library, local history section, has some individual registration cards and from these I have extracted details on many cars as the Standard Triumph demonstration and Car Show models were registered in Coventry. However, the registers in which every vehicle registered in that city, are retained by the Coventry Museum of Transport, gifted to them by Coventry Police and I am certain that more limousines await discovery within the register's pages. Unfortunately, the Museum will not grant access to genuine researchers, but will charge an excessive fee for a member of their staff to make an individual search on your behalf. This is a pity; let us hope that sometime the Museum will look more kindly on our quest for more information on limousines and grant the facilities that we sorely need.

There now follows a list of limousines I have been able to trace. Of course most have not survived, but I have combined the details of cars joining the Club with the results of my researches up and down the country in the archive sections of various councils and county boroughs. There are still more archives to search, but the cost of visiting these more remote places from my Derbyshire home would not justify the results achieved.

Some notes on the table will assist your understanding of the data.

- O after commission number indicates overdrive fitted when new
- Colours B = black, JG = jade green, G = Cotman grey.

Remarks

- JMB information from John Bath the Club's historian
- FO First owner
- LO Last recorded owner
- LL Last licensed
- DJW list. David Wickens' list from TROC records.
- PF list. Peter Faber list of New Zealand cars.

Finally, I am certain that there are more details to be uncovered on the subject of Renown limousines, so please keep your eyes open for any information that comes to light and let me know. This would be appreciated.

No	O	Date	REG. NO.	Clr	Eng No.	Remarks
X497		14.06.51	KKV 550	B	TDB 3828E	Prototype limousine, this one fitted with radio in rear compartment and a flush-fitting petrol filler cap. Scrapped at Carisbrooke, Isle of Wight
2001						Built 31.08.51 per J M B
2003	O	19.09.51	LRW 6			L.L. 31.12.60 L.O. C. Poole, The Bungalow, Ashewell Rd., Hartshill, Stoke-on-Trent.
2009		04.02.52	MRH 807	B	6465E	L.O. 31.10.63 Woodfield & Turner Ltd., Parsonage Mill, Burnley. Broken up 31.10.65 by R. Halstead, Parsonage Mill, Burnley
2017		20.02.52	LVC 313	JG		still extant in Fort Worth, USA
2022		28.08.52	OWA 943	B		F.O. J. Wheelhouse, 43 Archer Ln, Sheffield 7.
2025		13.03.52	GDN 608		346E	F.O. Walter Dixon Ltd., 85 Bridge St., Bradford
2027			(AX 9918)	JG		In Christchurch NZ for ST directors' tour 1952. Later to Gulf Motorbodies, Auckland. Dismantled. P Faber list 12.01.
2032		21.02.52	MRH 853	G	359E	L.O. 18.07.62 Yorkshire West Riding area
2042	O			B	483E	brown leather, built Monday 18th February 1952
2043				G	547E	blue leather, built Friday 22nd February 1952
2044		2.52	MXF 550			F.O. Daily Express Newspapers. Still extant in Kyrenia, Cyprus.
2046		04.03.52	LVC 496			L.L. 30.12.63. J. Boundy, 39 Bath Road, Buxton, Derbyshire.
2060						Was in Bahamas. In Minnesota, USA. Globe 1975. Possibly still extant.
2064		02.04.52	GDN 714		662E	F.O. Messers Cussins Ltd., St. Paul's Parade, Sheffield
2065		16.04.52	OWB 720			F.O. Arthur Lee & Co. Ltd., Crown Steel & Wire Works, Sheffield 9.
2082		30.04.52	OTU 630	G		FO Middlewich Motors, Middlewich. Then owners in Hereford, Chorley and Houghton. To Switzerland 22.06.76 Still extant in Switzerland. Registration number CH4552
2085		30.05.52	MXF 6	JG		Still extant Cowbridge. Glamorgan.
2100		0.52	GDP 781	B		body number 665670 for sale on Ebay 16.10.05. Seller in Plainfield, NJ, USA. Colour now Grey/black.
2105		26.05.52	UHK 458	B		F.O. to May & Baker, Dagenham. Still extant East Horsley
2113		01.06.52	YHX 630	G		11.97 in Harpole, Northampton. No further news.
2115		28.05.52	BEJ 678	B	896E	F.O. T.M. Jones, 'Westfield', Gwbert Rd., Cardigan.
2116		27.05.52	RRB 929	B		still extant in Coventry.
2120		05.09.52	REH 809		V 9386	L.O. Mr. Allister, Slade Lane, Longsight, Manchester 05.07.60
2125		6.52	MYP 500			F.O. M.C. Wilson, Christchurch, Hants - a clergyman. Now at Automobiël Museum, Museum National, Raamsdonksveer, Netherlands. Still extant www.louwmanmuseum.nl
2131		24.06.52	OWE 530			F.O. P.J. Owen, 24 Chorley Drive, Sheffield 10.
2140		21.01.53	NOE 619	B		Still extant in Teignmouth.

2154		02.07.52	HKY 419		2052E	L.L. 14.10.65. Jack Skinner, 53 Furness Ave., Illingworth, Halifax.
2170		12.07.52	REH 462		1167E	L.O T.A. Preston, The Bungalow, Romsey Hospital, Romsey, Hants. 28.02.65
2171		16.07.52	REH 471		1171E	L.O. M.H. Murphy, 5 Ridgeway, Eastfield, Scarborough, E Yorks. 11.11.65 and broken up 27.03.66
2173		08.08.52	HBU 494		1175E	L.L. 28.04.66 Blackburn
2177		18.07.52	OWE 744			F.O. E. A. Whitaker, 404 Fulwood Rd., Sheffield 10.
2181						Reported in New York.(Globe November 1982). 08.04 still in USA
		19.03.53	BHC 836			F.O. Mansfield's Garages, Eastbourne. 03.06 found derelict in a field in Sussex by TROC member.
2187						In USA, still extant.
2188						built 10.1952
2189						Built 10.53 per J M B
2190						Built 10.53 per J M B
2620	O	28.10.54	(XT 6657)	B		Built 29.04.54. ST records. Body No. 665755 Still extant in Urbandale, Iowa, USA
2621	O			B		Built 05.05.54 ST Records.
2622	O			B		Built 11.05.54 ST records
3000		23.10.53	RNK 806	B		Built 05.10.53 per J M B Globe 05.81. F.O. British Rail (M.R.) still extant in Bavaria, Germany



Standard Triumph publicity creation of a limousine with painted headlights.

Text and images by Tom Robinson