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Antiquae Famae Custos

Guardian of Ancient Renown

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Our cover pictures for this issue:

Front – The ship's badge and motto of HMS Renown; see "Of Great Renown", page .
Image courtesy of Wikipedia Commons.

Rear – A view of the Razoredges assembled for the club rally at Cosford in July, seen
beneath the wing of an RAF Nimrod long-distance search and rescue aircraft.
Photograph by John Bath.

RENOWN STARS IN HCVC BRIGHTON RUN ~ 3rd MAY 2014

For those not familiar with this colourful display of British – and some foreign – light and heavy commercials, I can thoroughly recommend attendance at a future run, for which an early Sunday morning start will pay dividends for a great free show.

It has always been held on first Sunday in May since early 1960's when such vehicles were perhaps "less fashionable." Once starting in Hyde Park in Central London, the run currently commences at Crystal Palace in the suburbs and actually runs past my daughter's flat in Thornton Heath to allow a quicker exit from the London than was possible before, to try to avoid traffic problems.

I usually head to Croydon Airport for a more scenic view and seeing a steam lorry or traction engine climb the gradient is a sight to behold, since even at my advanced age, I cannot recall these machines in everyday use. The colourful liveries of yesteryear do make the ubiquitous white van look very boring today.

However it was a Renown that was the star of the show for me and many others, I suspect – but what was a Renown doing in a Commercial Vehicle run, you might be tempted to ask? Well this was a **1931 AEC Renown single decker** ex London Transport bus - and a 3 axle bus at that, and the only one this type in the run. The 3 axles allowed a longer vehicle to pass the appropriate construction and use regulations at the time, and the capacity of equivalent double-deckers came closer to that of trams that these buses often replaced.



A double-deck version of the same London Transport bus appeared some years ago on the same run, but I missed it sadly, and some members may recall my managing to get a Triumph Renown posed alongside an ex 1939 Leicester Renown double-decker at a Nottingham vintage vehicle rally a few years ago, a first as far as I know.



The AEC Renown was easily the most numerous of British ICE 3 axle buses (as opposed to trolleybuses) – but perhaps rival bus makers Leyland were not as enthusiastic about making this type of bus which they called "Titanic" – honestly!! Closer relations of our cars on the HCVC run also featured in the shape of rare Vanguard pick-ups, one of which was painted in RAF livery.

I shall definitely be going back next year, but I doubt if there will be another Renown in the run.

You wait 76 years for a classic bus, and then...

Text and images by **John Bath, May 2014**

OF GREAT RENOWN: THE HISTORY OF THE NAME

Sir John Black took the names ‘Renown’ and ‘Vanguard’ from the British naval tradition, following careful negotiations with the Navy Office for permission to do so. In the immediate post-war years, association with the military and the victorious war effort was an inspirational theme, and not simply a sales ploy, for the Coventry car producers had played their full part as “shadow factories” producing huge numbers of Mosquito and Beaufighter aircraft.

Both names had been carried by a long series of distinguished ships, spanning nearly the whole history of the Navy. The first HMS Vanguard was launched in 1586, and played a key part in the defence against the Spanish Armada, and was later commanded by Martin Frobisher. The sixth Vanguard was Nelson’s flagship at the battle of the Nile, but she was not at Trafalgar, being on very active and effective service in the West Indies at the time, capturing French ships and routing nests of pirates. The Vanguard current at the time of the naming of the cars had been launched in 1944, although not commissioned into service until after the war ended; it was Britain’s and the world’s last proper Battleship, and as the Standard Vanguard car was being produced in 1947 was conveying King George VI to South Africa on a royal tour.



The Phase I Vanguard, 1947

The name Renown was equally prestigious. The first two ships, by remarkable coincidence, had both been captured from the French, in 1651 and 1747; both called *Renommée*; the ships were both taken into British naval service and the name translated into English as *Renown*. Ten ships later we come to “our” Renown, the ship that would have been in the mind of the public in 1946, which had a remarkable and illustrious history. Originally designed as a battleship in the first decade of the twentieth century, her construction was interrupted by the outbreak of the Great War, because of fears that she would not be completed in time to take part – because “it will all be over by Christmas,” as was widely believed. Admiral Lord Fisher then became First Sea Lord, and gained approval to re-start construction on a re-designed specification as a battlecruiser; that is, of similar armament and size to a battleship, but more lightly armoured, making her faster though more vulnerable. The magnificently-named Eustace Tennyson-D’Eyncourt, and Director of Naval Construction, set an ambitious target to have her finished in fifteen months, which they did not quite achieve; but when she was launched in 1916 she became, and remained for most of her service life, the fastest capital ship in the world. Her design speed was 32 knots, but on trials actually achieved 32.5 knots (37.5mph). At full capacity, she could steam at 18 knots (21mph) for 4,600 miles, comparable to the Blue Riband transatlantic liners which had no need of armour or guns.

She was built by the Fairfield shipyards at the Govan in Glasgow for £3,117,204 and entered service after the battle of Jutland in 1916; but never had occasion to fire a shot in anger for the remainder of the war. In 1919 and 1920 she was extensively refitted, and became a symbol of British prestige abroad, carrying Edward, Prince of Wales first to Canada and the USA, and then Australia and New Zealand. The previous *Renown*, ninth of the name, had also undertaken royal duties, conveying royalty to India for the Dehli Durbar in 1903, and again in 1905 for the Prince of Wales and Mary of Tec, later to be King George V and Queen Mary.

On these state visits, it was not simply a matter of providing transportation; receptions would be held on the ship, and the visiting dignitaries would tour the ship, being (we hoped) duly impressed by the discipline of the crews and the might of the weaponry and technology. The British battleship was the very peak of military might at the time; the most powerful engines of destruction in the world, rapidly mobile to any spot that could be reached by sea, to communicate instantly around the world by radio, and able to fire large shells at a range previously unheard of. To the senior statesmen of foreign powers, in whose formative years wooden sailing ships dependent upon the whim of wind and storm had been the main agents of sea power, the message was clear. It was this symbolic and prestigious image that Sir John Black wished to draw upon by adopting the name for our cars.



HMS Renown in Fremantle in 1927, before returning the Duke and Duchess of York to England.

During refits in the 1920s further armaments and both flying-off platforms were removed, and a squash court and cinema added, for further royal duties. Other re-fits updated her military capacity, improving her anti-aircraft defences and deck armour at vulnerable points. Further refits and a more extensive reconstruction in 1936 meant that by the outbreak of the second world war she was still a state-of-the-art warship.

She made significant contributions during the war. In 1939 she was sent into the South Atlantic, hunting unsuccessfully for the *Graf Spee*; and she sank a blockade-runner, the *SS Watussi*, in December. In 1940 she returned to the Home Fleet and took part in the Norwegian Campaign, briefly engaging the battleships *Scharnhorst* and *Gneisenau* in April. She took slight damage from two shells, but managed to hit *Gneisenau* with one 15-inch and two 4.5-inch shells, disabling its firing control, before the battleships managed to disengage, being faster in the heavy weather. She also served in the Mediterranean, and in the Atlantic on the hunt for the *Bismarck*, before conveying Churchill back from the Quebec conference in 1944, and then to the Cairo conference in November. She saw service in the Far East, and then was recalled to home waters in case the Germans attempted a 'last fling' sortie of their heavy ships. Her last royal duty was hosting a meeting between King George VI and President Truman in August 1945.

On 21st January 1948 the decision to dispose of the ship was announced, and she was towed to Faslane for scrapping in August, the last of Admiral Fisher's battlecruisers. This was the year that the Triumph 1800 was about to be replaced by the TDA model, but the name was only changed from 'Triumph 2000 saloon' to 'Triumph Renown' for the beginning of the TDB series in October - November 1949. The Standard Vanguard had been so named in 1947.

The flaming torch motif used for the radiator cap on the Renown models is a stylised representation of the torch on the ship's badge of HMS Renown, shown on the front cover of this Globe. The torch represents fame, and the laurel wreath victory; this is surrounded by a ship's cable, and surmounted by a crown (representing royal duties) whose spires are made of naval warships and sails. Although viewers of the radiator cap have also been heard to speculate about whether it is meant to represent an ice-cream cone in a high wind.

The motto "Antiquae Famae Custos," meaning 'Guardian of Ancient Renown' is one we might all take to heart, since that is exactly what the owners of all TDB and TDC models have become. We are the guardians of ancient Renowns, and proud of it, by jingo.



There has been one further Renown in the navy since the battlecruiser described above, and it is one which brings us back to this year's rally at Cosford RAF museum.

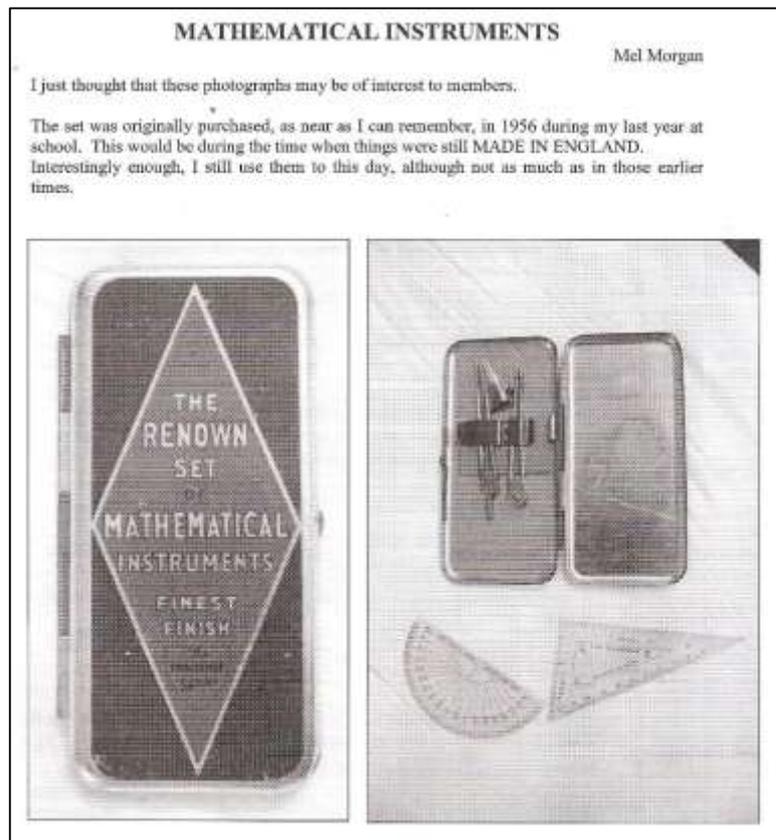
In the Cold War wing of the Museum, a dramatic and informative collection of aircraft, images, sound clips and other evocative memorabilia from the 50s, 60s and 70s, they have models of several of the submarines which form the ultimate deterrent: the principle of mutually assured destruction. Since it is extremely hard to detect and remove the threat from a nuclear submarine carrying inter-continental nuclear warheads, this guarantee of peace depends on the macabre promise that if any side starts a nuclear war, the other side will be able to strike back and annihilate enough centres of population that the result could not be called a 'victory'; and would very likely leave sufficient free radiation loose in the world that all human life would become extinct.

The British component was a set of four nuclear-powered submarines carrying American Polaris missiles, and those submarines were named *Resolution*, *Repulse*, *Renown* and *Revenge*. Launched in February 1967, the submarine *Renown* served until 1996, when they were replaced by the Trident-carrying fleet – which, incidentally, are Vanguard class boats.

Images: Wikipedia Commons

Readers may remember a contribution from Mel Morgan in a previous *Globe*, which I reproduce here. The geometry set dates from the 1950s, and shows how the prestigious name could be used to appeal to the public in a way which doesn't work so well today; we are suspicious of national, or any sort of pride, and triumphalism is avoided.

Perhaps it's for the best.



“Renown” as a name has appeared in several other manifestations. John Bath, club historian, tells me that at one time his car was insured with a company called Renown, and he also arranged for this picture to be taken, shown in a previous Globe, showing Rodney Evans’ Triumph Renown (now owned by Thomas Martell) alongside an AEC Renown, a double-decker bus which did widespread service all around Britain. See also John’s report on the Historic Commercial Brighton run in May, in this Globe, for a sighting of the 1931 three-axle AEC Renown.



John Bath’s attentive eye for detail also noticed the name “RENOWN” emblazoned on this car at Gaydon Heritage Museum.



It is actually made by Mazda, and the name Renown is only that of one of its sponsors, a Japanese textiles and clothing company. In 1991, however, this car achieved victory in the Le Mans 24-hour race, driven by Johnny Herbert, Volker Wiedler and Bertrand Gachot. It was the only time a car from outside Western Europe or America had won the Le Mans, and the only time a non-piston engine car had won, since this was a Wankel rotary engine design. Changes in the rules prevented any repetition in following years. The startling orange and green diagonal colour scheme was because of Renown sponsorship; Mazdasport normally racing in a white-bodied car with blue lines. A very fine detailed 1:43 model of the car is made by IXO.

It’s not often that you will find quite such a contrast between cars carrying the same name, as between our Renowns and this car!

Other modern Renowns, reviving our bus connection, are provided by this firm in Bexhill.



Renown – one of the premier bus and coach companies in the South East

The Renown Group is one of the premier bus service and coach hire companies in the South East, operating our fleet of modern buses and luxury coaches from Bexhill on Sea. Family run and experts in coach and bus travel, our competitive rates and friendly service makes us the coach operators of choice for East Sussex, Kent and far beyond.

The company also hires out a classic bus for special occasions – but unfortunately it is a London Routemaster, not an AEC Renown, or we could have come full circle.



Intage Coach Hire and Classic Bus Hire

TRIBULATIONS AND TRIUMPHS – CLUB RALLY 2014



Under their wing: Mayflowers and Razoredges under the protective wing of an RAF Nimrod, in front of the dramatic angular shape of the Cold War building at Cosford.

Our Club Rally this year was at Cosford RAF Museum, near Shifnal, in the Midlands. Coming during a spell of prolonged hot weather gave us grounds to hope for a fine day, but also promised potential problems with overheating; you can't have it both ways.

Sustained running at motorway speed is not something our cars were designed for – there simply were no motorways, and speed enthusiasts of the day would talk with longing of “that four-mile straight on the A1, just south of Peterborough” as a rare chance to achieve some speed. Even on long-distance runs, cars would always be varying their speed for junctions and passing through towns. The by-pass was an unknown concept. When motorways did arrive, and Jaguar were caught road-testing the E-type at 150mph in 1961, leading to the imposition of a national 70mph limit, the majority of cars on the road were unaffected; they wouldn't expect to do 70 anyway. Before motorways, there was very little point in having the potential to go so fast. For the large, powerful saloons like the Triumph Razoredge models, the top speed might be around 76mph, but you wouldn't actually expect to travel at that speed. So to take the speed up to – say – sixty-five, and then just continue at that rate for a hundred miles or more: it is a role the original engine designers could not have anticipated.

My own path to the rally this year was not smooth. Setting out in good time in my dear old dilapidated TDB, I pulled over at the first services for a bite of breakfast and to re-check that all was well, now she was up to temperature – but it wasn't. Although she had been running perfectly normally up to that point, and on previous outings this summer, ticking over in the car park was full of spluttering and misfiring, and when I raised one side of the bonnet (hoping to see a plug lead had come loose) – there was a large pool of oil beneath the engine, and more coming out in a steady dribble. Disaster. I allowed her to sit and cool off whilst I breakfasted, hoping some miracle would happen, or that I'd dreamed it.

If I had listened to common sense, I would have abandoned the journey at that point and trailered the car back home; but I had one of the club's marquees on board, and having attended last year's rally in my Nissan Cedric, I really wanted to get there in the Renown this year if I possibly could. On re-starting the engine, it ran a little better, and the oil leak was not so bad. She has always dripped a little from the seal around the back of the engine, and I had plenty of oil with me if it was just a drip. I topped up all the fluids, crossed my fingers, and continued. With stops to check and top-up at regular intervals, luck held, and we made it all the way to Shifnal.



Good numbers – around 25 – gathered at the Park House Hotel on the Saturday evening for an extremely convivial meal. Michael Ring was again able to join us from Germany, and he and Bernhard Ruest from Switzerland helped make it an international affair.

Bernhard's Razoredge was not available, but he had brought an alternative and very interesting car: a 1983 two-seater from AC, makers of the Cobra. Their basic approach was still fitting a powerful engine into as lightweight a body as possible, with minimal concessions to comfort and road-holding, and Bernhard describes the drive as "quick but very lively, quite challenging."

The mix of established members and new faces at the Park House was encouraging. At each rally, we usually have a good handful of new members and their partners, and it is encouraging to see the club continuing to renew itself, as others amongst us watch the years accumulate with a certain apprehension.



Photo: John Bath

We also had seven members attending without their cars, so the reduction in the total number of Razoredges on display was perhaps not so significant.

Sunday morning dawned damp and full of intermittent drizzle, but the forecast was for this to brighten into sunny interludes as the day went on; and so it proved. The cars present were:



The editor's struggling TDB, inspected, prodded and investigated by several – in particular I'm grateful to Bob Hobbs, Mike Sampson and Alan Bromley, who checked out the distributor, tried the effects of removing plug leads, and narrowed the suspect area down to the valves on cylinder three, as well as eliminating other possible causes of grief. There was a plastic tray underneath her, catching the drips of oil.



Alan Bromley's TDB, which won the *best TDB/TDC* award. That really is a gorgeous colour, and the car is immaculate; a very well-deserved award, in a strong field. Alan was also the second longest-serving club member to have his car present at the meeting, having been with us since the early days.

Stephen Mann's TDB, which has changed hands a couple of times recently before finding a home with Stephen. Driving up from Suffolk, he was awarded the *distance prize*. Stephen was the newest club member present.



Pat Saunders' TDB. Back when he had just bought his car, Pat suffered the heart-breaking misfortune to jack-knife the trailer taking it home, resulting in the car being crushed out of shape when it fell off; but after a battle with the insurance company, it was successfully restored to very fine condition. Having driven up from Southampton, he was only just pipped for the distance award.

Clive Lungmuss was the longest-serving member of the club to have his car present at the rally, but modestly disclaimed that as much of an achievement, since he lives only 40 miles from Cosford. His car is a very early TDB, and was the oldest of our cars present on the day – though one of the Mayflowers claimed to be older.



Bob and Jill Hobbs's magnificent TDC. This car sounds like a quiet sewing-machine when ticking over, and is a great tribute to Bob's engineering skills and attention to detail, because he completely dismantled and restored the whole car himself, with minimal help from outside expertise. Thanks in part to that experience, Bob is able to take over as our Technical Consultant for the TDB and TDC models, on Irving Dalton's retirement, as well as assuming control of Irving's spare parts stock for the Club.



Phillip Pace's striking two-tone TDC. The two-tone colour schemes introduced by Triumph in late 1953 or 1954 left the front wings the same colour as the main body of the car, as seen here – though many members have decided when re-spraying to do otherwise. Fortunately TROC members are a broad-minded and tolerant crew, and no-one has to be a stickler for authentic detail – unless they want to, of course.

Mike Sampson's immaculate Cotman Grey TDB, which won the award for *best engine compartment*. Mike is a long-standing member of the club, but the pedigree of his car goes back even further, for he inherited it from his father-in-law, the late Norman Wareham, who had cherished it since 1978, and was a regular at club rallies.



Bernhard Ruest won the award for *best visitor's car* in his AC, photographed earlier in this article. This was no mean achievement, for amongst our visitors was this splendid Sunbeam Talbot, owned by Mr P Benfield.

Joining us for the rally at Cosford were the members of the Mayflower club. Their rally attendance had fallen even more this year than ours, and only four cars were present.

Maurice Wilkes was present with his car HCR 817, a June 1950 car which we were told is the oldest Mayflower still in roadgoing condition.



Paul Norton's HTH 719



OUM 864 belongs to Steve Colman, and was the Mayflower which had travelled furthest. Having a roof-rack is surely ambitious; Mayflowers find it a bit of a struggle to get along as it is, without adding any extra weight and drag. Finally, 617 YUA is the car of Chad Brown.

Other views of the Rally were snapped by Mel Morgan (here) and John Bath (next page).





There is always a chatter of animated conversation going on in the clusters of people who gather round the cars at a rally, comparing notes or seeking advice. Amongst the “My dad used to have one of these” visitors this year were Susan Ainsworth and her sister, whose search for any trace of their father’s car have been recounted in the February and April editions of the Globe. Although we were only able to confirm what they had already heard – the car was exported to Bayberry, Ohio in the late 1960s – they had the consolation of a drive around the tarmac in Mike Sampson’s car.



Chairman Chris Hewitt presented the awards; here Bernhard Ruest receives the prize for ‘best visitor’s car.’

Other committee members present and assisting with the day’s organisation – apart from those mentioned with their cars, above – were John Bath, Irving Dalton, and Tom Robinson, plus David Wickens, now retired from the committee but still doing his bit.

After the awards were over, the raffle drawn, and the last of the refreshments finished off, it was time to strike camp and face the journey home.

I'm not normally superstitious, but I had refrained from entering my mileage in the distance award category in case I put a further jinx on the chances of my car reaching home under its own power – after all, there would be some ignominy in claiming a prize for distance and then failing to complete the course. Although the combined expertise of other club members had tried all we could reasonably do at the site, the misfiring had not improved, and on tickover the engine sounded as if there were a few spanners loose under the bonnet. The considered verdict was that the misfiring was caused by valves not working fully – perhaps the inlet valve on the number 3 cylinder was not opening properly, so that only a lean and inadequate mix was being drawn in. That would explain the misfire, and also my observation that it didn't seem to be so bad when the engine was under load, pulling away or going uphill, when more petrol would be available through the carburettor.

So, with some trepidation, I chugged off homeward, driving as gently as I could and resigned to the idea that I'd have to keep the speed down to a gentle trundle, to give the car its best chance of survival. However, traffic conditions forced me to endure both slow crawls through road works, and stronger acceleration at times – and it soon became clear that the problem was much worse at gentle speeds than when going faster or pulling up a gradient. Gingerly, as an experiment, I pushed the throttle down until she reached her normal cruising rate around 55-60, and she ran better still. Here was a dilemma: should I try to treat her gently as common sense would dictate, or just push on at normal speeds and ignore the clatter? Partly, I must admit, to avoid spending an extra hour listening to the car suffering, I took the bold line and pushed on as if nothing was wrong.

To my surprise and great relief, we reached the M25, and then the Dartford crossing, and finally the familiar lanes of home, without any further deterioration. Dilapidated she may be, but this is a car with a great heart. The following week, my local garage had the head off, and located the immediate cause of the problem: it was the exhaust valve on the number 3 cylinder, failing to close properly and allowing compression to pressurise the whole top of the engine – thus forcing more oil out through the existing leak. The hot gases had burned the valve springs to such an extent that they lost their temper and weakened, thus making the problem worse. The valve guide was either the wrong size when fitted, or had worn (suspiciously evenly?) so that the valve could be rattled about in its seat, instead of being a snug precise fit. With replacement parts supplied promptly and efficiently by Irving Dalton – possibly some of the last items he'll send before the supplies are passed on to Bob Hobbs – we are now back on the road and firing on all four.



Unless, of course, there was some underlying cause of the problem in the first place, and it's all going to come back again in a few thousand miles? But we don't want to think that.

THE CLUB TRIUMPH ROUND-BRITAIN RELIABILITY RUN 2014

Dirk Devogeleer, Shaun Allen and Hans Smitz will be driving Dirk's 1950 TDB on the RBRR this year, leaving the Plough Inn in Essex at 6pm on Friday October 4th and returning there – they hope – by way of John O'Groats and Land's End, 48 hours later. At the time of writing there are 104 cars still expecting and intending to start, of which Dirk's is the oldest by 12 years. There are good numbers of cars dating from 1962-66 however, and that's not to be sneezed at. If he manages to complete, Dirk will be in a class of his own, because neither



Renowns nor Roadsters are listed in the twelve varieties of Triumph which have achieved the feat so far. Dirk will be remembered as the member whose engine blew up spectacularly on the way 2013 rally, giving us our painful cover picture for the February 2014 Globe. Dirk managed to switch to his Roadster, and still made it to the rally. Let's hope that sort of determination sees him through the Round-Britain, fortified by his new engine.

The route takes them north overnight, via a stop at Blyth Services just south of Doncaster, and a loo break at Edinburgh airport at about 3am; thence via Inverness and Wick to John O'Groats for breakfast. From there travelling south they have some of the best driving roads Britain has to offer: across to Thurso, and then south on the B873 and A836 to Altenharra. A refreshment break follows at the Conon Bridge Hotel near Inverness in early afternoon. Then the route skirts Loch Ness, crosses Telford's Caledonian Canal and heads to Fort William. Through Glen Coe, they make for the next control point / refreshment break at Morrison's Garage, Stirling, which has been part of the RBRR since it began in 1966, and used to be – as many of the stops were then – a Standard-Triumph dealership. As they cross back into northern England and evening falls, experienced participants note that it can be a daunting thought that they are intending to get from here to Land's End and then back to Essex during the next 24 hours.

Travelling down the M6 there's a break at what the organisers suggest may be the best motorway services in Britain, at Tebay in Cumbria. (Personally, I would have advised them to continue for another nine miles to Killington Lake, but I suppose we all have our own favourites. It will be getting dark by then, anyway.) Leaving the M6 they branch across to Oswestry and plunge into Wales, for a night control stop at Sugar Loaf near Llandovery, which has the true atmosphere of the old RAC Rally. Through the Forest of Dean and over the Severn Bridge to Bristol, and then onto the M5. As Sunday morning dawns they will be crossing Bodmin Moor on the A30, making for breakfast at Land's End. The third and final leg is probably the easiest, which is just as well; stops at Bude, Badger's Holt at Dartmeet, and then Pimperne in Dorset. The final control point is at the TR Register's offices at Didcot, and then via the M40 and M25 to return to the Plough at Crews Hill.

The rally is raising funds for **Macmillan Cancer Care**, and Dirk has his own reasons for seeking contributions to cancer care as you will have seen from the flyer enclosed in a previous Globe. We encourage all members to support him, and if you manage to visit the route and get a photograph of the car on the road, do please send it in.

OUT AND ABOUT IN 2014

Ronnie MacDonald was at Stathendrick Rotary Club meeting on drive-it day in April. We



have several Scottish members now, although distances tend restrict chances of getting together. Perhaps we should be looking out for opportunities for regional gatherings; if any Scottish, Welsh or West-country members would be keen to get involved, do please email or write; or **look out for forthcoming events in your region which you could nominate as a place where Razoredges could come together.** That way, it takes no extra organising on our part.

Dirk Devogeleer's round-Britain reliability run attempt could be the thread which draws us all together, perhaps; see opposite page.

DEMISE OF A GREAT SOURCE OF MECHANICAL SUPPORT

"My good friends Bob and Cliff at Bob Harman Performance, Watford, for all their work, unparalleled knowledge, their patience and their coffee." So wrote Ray Gomm, in his concluding thanks for the restoration of the engine of his Renown; but just a few weeks later, he contacted us again with sad news.

Bob Harman has decided that the alterations to their workshops required to meet H&S regulations would be too expensive to justify – and therefore they are retiring, and closing the workshop.

Ray writes: "It was going to be prohibitively costly to elevate their premises to meet new Health and Safety regulations, new electrics, fire sprinklers, space between ramps, new fireproof roof etc, etc, so Bob and Cliff have reluctantly decided to sell the site for demolition and take an early retirement. They've operated from their premises for 30 years without incident and now some geezer in a suit says 'no more'. So yet another fine establishment bites the dust."



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.

- 18th – 24th August** **Llandrindod Wells Victorian Festival, Wales** has a free classic car gathering on the last day. There is something Victorian about the Razoredge – it's all about looking back to proper values and style.
- 23rd – 25th August** **Crich Tramway Museum Classic Transport Gathering**, Matlock in Derbyshire, with parades and competitions. All manner of types of transport. If you have never discovered this one, DO consider going – the Crich museum dates from the very roots of the preservation movement, and is an historical institution in its own right.
- 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
- 27th – 31st August** **Great Dorset Steam Fair**, Tarrant Hinton, near Blandford Camp, will have a mixed collection of around 100 classic cars to broaden its scope.
- 28th-31st August** **The Tall Ships Trans-Atlantic Race** will return to Greenock's quaysides and docks, Dublin, after re-crossing the Atlantic. Not especially about classic cars; in fact, not at all. However, if you're near, it would be a great shame not to see this.
- 30th - 31st August** **Morris Minors on the Isle of Wight**, all classics welcome. At Havenstreet Station. Most of the classics on the Isle of Wight don't realise they are classics; they've just lived a long time.
- Sunday 31st August** **Linlithgow Classic Car Day**, central Scotland includes a road run, and good food and drink.
- Sunday 31st August** **Ripon Autumn Classic, Cars Bikes and Autojumble** at Ripon Racecourse.
- Sunday 31st August** **Brodsworth Hall and Gardens Gathering**, organised by the East Yorkshire Thoroughbred Classic club.
- Sunday 31st August** **Cholmondeley Castle, Cheshire: Festival of 1,000 Classic Cars.** They actually expect about 700 cars, but that's quite enough for most people. A well-established large meeting, 10am – 4pm. The 7th Marquis of Cholmondeley is the current holder of the office of Lord Great Chamberlain, and therefore has jurisdiction in all areas of the Palace of Westminster not administered by the House of Commons or the House of Lords. It's the sort of duty you get lumbered with if your family has held its seat since the Conquest.

- Sunday 31st August** **Route 38 Car Club Show** on Plymouth Hoe.
- 3rd – 5th September** **Salon Privé Luxury Supercar Event and Concours d'Elegance**, Syon Park London. The very epitome of swank elegance. Pretentious? Moi, darling? Perish the thought. Still, somebody might want to go, especially since the St James's Concours, also on 5th September, has moved from St James's to Hampton Court Palace. Terribly down-market, don't you think?
- 6th – 8th September** **The Brunel Run**, organised by the MG Owners' Club, but "open to all MGs or any classic that you enjoy driving." A 100-mile tour through the Somerset countryside, starting and finishing at Barton Camp near Winscomb. The MG Owners' Club claims to be the largest single-marque club in the world, and they certainly have an active social side.
- 6th – 7th September** **Beaulieu International Autojumble**. Lord Montagu, having been the first to hit on the idea of using the natural assets of the Stately Home to pay for itself, has developed this to a perfect pitch, and nobody can call themselves a classic car enthusiast if they have not experienced Beaulieu at least once. Make the pilgrimage.
- 6th – 7th September** **Gears of Change: Motor and Military Show** at Quex Park, Birchington, Kent. I drive past this venue on the way to work each day so have to include it. 600+ historic or military vehicles. Quex House is the family home of the Powell-Cottons; in the late 1800s, intrepid African explorers and hunters. They have huge collections of stuffed animals, mounted heads and skulls, elephant tusks and other very politically incorrect items – but that's what they did. "Was it? I wish I'd known it was rare; I'd have shot it."
- 6th – 7th September** **La Croftera Pandemonia Tour of the Highlands**, west coast of Scotland. If you're looking for a two-day road run with the very best scenery Britain has to offer, contact charlie.campbell@btinternet.com , Tel: 07808 068892 .
- Sunday 7th September** **Marque in the Park, Alice Park, Bath**: specially for the Horstman CRD, which were made in Bath; but since there are only nine remaining (six of which will be present) they also welcome other classics. Charity meeting in aid of Help for Heroes.
- Sunday 7th September** **Haunted Lincolnshire Tour**, a gentle day's driving visiting locations of ghostly interest; leaves the Brackenborough Arms, Louth, at 9:30. Contact Gerry Blythe, Tel: 01507 606 981.
- 11th – 14th September** **HERITAGE OPEN DAYS** will be taking place at many venues including civic buildings, museums, historic houses and gardens in England and Wales, some of which are not normally open to the public. Do watch out for a chance to participate near you, and if you have your Razoredge on display, please send us a report and a picture. If not – why not take this opportunity to visit a venue near you as a close-of-season day out?

- 12th – 14th September** **48 Heures d'Automobiles Anciennes de Troyes** – a three-day drive around the Aube region of France, including sightseeing tours, a gala dinner & dance, vintage car parade and designer outlet shopping. 400+ cars expected, and the French are GREAT at organising a superb event like this. Si vous pouvez parler un peu – telephonnez Vanessa Poignant sur 00 33 3 25 40 86 99 or email to communication@48heures.com ; or the website, <http://www.48heures.com/> .
- 12th – 14th September** **Goodwood Revival Meeting**, a period-theme weekend for everything 1948 – 1966 including racing cars of the era. Most spectators dress up in appropriate gear, but you don't have to.
- Sunday 14th September** **Gloucestershire – Warwickshire Steam Railway** with classic cars and other activities, Toddington.
- Sunday 14th September** **Carter's Steam Fair at Croxley Green, Hertfordshire**: turn up to see this genuine travelling steam fair in your Razoredge, and step back in time for a day's entertainment you'll never forget.
- 20th – 21st September** **Kettering Vintage Rally & Steam Fayre**, at Cranford near Kettering
- 20th – 21st September** **Footman James Manchester Classic Car Show**, Event City, Phoenix Way. Very commercial, very big – a great day out.
- 27th – 28th September** **Uttoxeter Classic Car Show, for Children in Need**. Classics, American, Vintage and allsorts, at the Racecourse.

Friday 3rd October – 5th October **Round Britain Reliability Run** organised by Club Triumph leaves the Plough Public House, Enfield, EN2 9DJ starting from about 7pm; *including Dirk Devogeleer's Renown!* See page 60.

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. Including overseas members!

FROM THE FBHVC NEWSLETTER

TROC is a member of the Federation of British Historic Vehicle Clubs, which monitors legislation and lobbies Parliament on our behalf. One area where FBHVC is taking a keen interest at the moment is the **European Roadworthiness Directive**, which has now been passed at European level, and which all member states now have three years to enact in some form compliant with the Directive.

It will still allow exemption for older vehicles, but the EU legislation specifies that in order to be exempt, there must have been “no substantial change” to the vehicle. For example, there is one Razoredge known to us which is now converted to run on LPG, and that change of fuel would probably count as a ‘substantial change’ so that this car will still need to be tested. Exactly what counts as a ‘substantial change’ is still to be defined, and if they decide that – for example – changing from cross-ply to radial tyres is enough, then it could have real impact. The DfT intends to open a website in order to consult directly with car owners, and when this happens we shall have details in the Globe so that all members can participate.

Have you ever used your car for a wedding or funeral? If so, and if you accepted a thank-you payment, you were still not using your car “**for hire or reward**” and your insurance was not invalidated. These uses are specifically exempt from the “hire or reward” rules, and the Law Commission is recommending that they remain so in the forthcoming proposed changes to legislation. If you were to advertise your services, or do weddings on a regular basis, that would be different, of course. Please note, however: school proms, and similar activities, are NOT exemptions – it’s specifically and only weddings and funerals.

The European Union has also been handing down regulations concerning **asbestos**. The UK already had legislation in this area, containing several detailed exemptions; but in meeting the new EU rules, some of these exemptions have been lost or overlooked. Some of these have already had an effect on TROC; for example, we can no longer supply engine head gaskets or exhaust gaskets containing asbestos. Since there are acceptable alternatives, this is not a problem. However, one of the exemptions we have lost means that it is now illegal to sell or buy a car which contains asbestos. How many of us would know whether the existing head gasket or brake shoes in our cars contained asbestos? How many of the new members to the Club, who have recently purchased cars, realised that they were very possibly committing an illegal act, and they may be in breach of the REACH regulations? It’s an absurd and unenforceable situation, and the Health and Safety Executive and the Department of the Environment, Food and Rural Affairs are busily implementing derogations.

LED replacement bulbs are covered in an article the FBHVC has republished from the MG Owners’ Club. Like our cars, early MGs suffer from lighting at the rear which is barely adequate to poor by modern standards. Some of our members, recognising this, have enhanced the car’s original fittings with additional tail lights or fog lights, and many have fitted flashing indicators, because the majority of modern motorists are unused to spotting semaphore trafficators popping out from the sides of the car. **However, beware using LED stop-and-tail light replacement bulbs.** The problem here is that the LED “bulbs,” although brighter, lower in power consumption, and having good tolerance of vibration, are more directional than the filament bulb. They are approved for use as replacements *where the bulb faces outwards from the car*; but our tail bulbs do not do this. Ours are mounted in a socket coming in from the outside of the car, and the top of the bulb points inwards towards the number-plate, so that the effective light is coming from the ‘side’ of the bulb. We shall investigate whether there is any suitable remedy for this, and report in a future Globe.

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

Bob Hobbs 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 Bob Hobbs.