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# THE GLOBE

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Stow-on-the-Wold, by John Chapman

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**(Affiliated to the Federation of British Historic Vehicle Clubs)**

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**Our cover pictures for this issue:**

Front – a painting of the town square, Stow-on-the-Wold, by John Chapman, reproduced with the kind permission of the artist. See our feature on page 98.

Rear – A very appropriate classical architectural setting for a Renown. We are sure that if Standard Triumph could have seen this image, they would have wanted it for their advertising. Courtesy of Paul Howard Photography and Wedding Car Hire.

<http://paulhoward.webeden.co.uk/#/triumph-renown/4586592089> .

## God Rest ye Merry, Gentlemen

Come all you classic car-owners whose cars are Triumph-made,  
There's TR4s and Sporting Six with leaping Stag displayed,  
There's Heralds and Vitesses, and even an Acclaim;  
And enter in the Round-Britain Run, Round-Britain Run;  
And enter in the Round-Britain Run.

For nigh on fifty years has this biennial event  
Challenged Triumph car-owners to declare their intent  
To travel all the country with just the two days spent  
Driving in the Round-Britain Run, Round-Britain Run;  
When driving in the Round-Britain Run.

In twenty-fourteen came a man, by name Devogeleer  
Whose Triumph was a Razoredge, the oldest car by far  
To try to undertake the feat that tests out any car  
The driving of the Round-Britain Run, Round-Britain Run;  
Oh the driving of the Round-Britain Run.

The engine didn't sound so good, so old for new made room,  
New overdrive and oil-cooler helped to lift the gloom  
And just for safest measure he replaced the wiring loom  
Preparing for the Round-Britain Run, Round-Britain Run;  
Preparing for the Round-Britain Run.

In October outside the Plough did all these Triumphs meet  
And doubters when they saw the car, predicted his defeat  
But as the oldest there was honour'd with leading out the fleet  
Setting off on the Round-Britain Run, Round-Britain Run;  
Setting off on the Round-Britain Run.

Now Edinburgh Airport is quiet at two am,  
But when the Triumphs gathered there, our Dirk was still with them,  
And breakfasting at John O'Groats they turned back south again,  
All driving in the Round-Britain Run, Round-Britain Run;  
All driving in the Round-Britain Run.

As darkness fell they came to Wales and sadly went astray  
And when they came to Sugarloaf, the point was cleared away;  
But marshals, having seen them pass, returned to save the day  
So they continued the Round-Britain Run, Round-Britain Run;  
They were still in the Round-Britain Run.

At Land's End's western tip they paused, Atlantic rollers faced;  
And ev'ry checkpoint cheered them on as eastward they retraced,  
A company of heroes all, for this was not a race  
It was completing the Round-Britain Run, Round-Britain Run;  
The completion of the Round-Britain Run.



## OUR COVER PICTURE: NOSTALGIA FOR THE FIFTIES AND SIXTIES

Our cover picture is a painting of Stow-on-the-Wold market cross and square (triangle?), by artist John Chapman, who specialises in these historical reconstructions. Now in his sixties, he is still working, and his website is well worth a visit: <http://www.johnchapman.co.uk/>. Leaving school in 1961, he worked in junior posts in newspaper layout and design, and then creating technical sketches of mechanical diggers for use in handbooks and spares catalogues, before JCB took over the company where he was working and his post ceased to exist. In 1968 he took the plunge and began a career as an independent artist. Living and working in Manchester, the Victorian architecture lent itself to historical re-creations, and he combined this with his schoolboy hobby of trainspotting to create images which appealed to a wide audience.

Nostalgia, however, can be deceptive. What are our observations of this picture? Fond memories of any of the cars we recognise, to be sure – and we have a selection of memories recorded below. If you recognise any cars from the picture and have any stories to add, do please email the Editor! But: those equestrians pausing for a chat in the middle of the road, and the lady crossing with her dog, and the cyclists making their way with no apparent regard for the rules of the road – do you notice those and think fondly of days when traffic was lighter and the roads therefore so much safer? If so, you are wrong.



Courtesy of Wikipedia, we can see that the numbers of deaths on the road per year at the time when this painting is set are in fact climbing to the highest rate the UK achieved in peacetime. Only during the early blackout years of WW2, until petrol rationing tightened its grip, were there more fatalities. These numbers are all the more remarkable when you consider the huge increase in the numbers of cars, and miles travelled, in subsequent years. The total number of registered cars has stabilised in the last few years, but miles travelled and average speeds both continue to rise. Our town planners, legislators, and car manufacturers between them have achieved quite amazing success in reducing road deaths, and I suppose we, as motorists, must also be playing a significant part. Nostalgia, as they say, is not what it used to be. Thankfully.



Comments and stories from members about any of the other cars are welcome; email the Editor.



The same view today, courtesy of Google Street View – surprisingly, much safer!

My own connections with cars in John Chapman's painting link the two to the left and right, and slightly above, the horse-riders. Dad had come home one day in the early 1960s when I was about 11 or 12 with a new car, a gleaming black second-hand Triumph Razoredge TD or TDA, registration TKO 420, thinking he would thus amaze and delight the family. Amazement was right, but from Mum, no delight whatsoever. Although not politically active, she was strongly socialist by inclination, and a life-long Labour voter. She hated the pretentious style of the car, the great chrome headlamps and the running-boards; she declared she would never drive it, and almost refused to travel in it as passenger. She said it made her feel as if she was trying to 'lord it' over other car-owners. We only had the car for a few months before it was traded in for the Morris Minor Traveller, a sturdy and practical work-horse, which served the family well for many years of work and holidays, and in which I eventually learned to drive. I can only guess at the 'discussions' which must have taken place behind closed doors to bring about the change. Dad never commented on his sense of loss at having to give up the Triumph, but it's partly in his memory that I'm now proud to have one myself.

The Traveller did not have the performance of the more luxurious Razoredge; the first Morris Minors had a 0-50 time of 29 seconds, against the Triumph which could sweep from 0-60 in just 25 seconds. The Morris 0-60 figure was not quoted, because it couldn't quite get there – top speed was only 58mph. Subsequent versions had improved power plants, and ours must I think have been the post-1962 1098cc, capable of a dizzying 77mph, and for those days very economical at about 38 miles to the gallon. Certainly it did not have the split windscreen or trafficators of the early models. About the only thing the two cars have in common is the woodwork, because the external struts on the Traveller, like the internal frame of the Razoredge, were made from ash.

Ray Gomm recounts their family connections with the Armstrong Siddeley Sapphire featured to the right of the Market Cross:

As a teenager in the early sixties I lived with my parents in a terraced council house in the then-new town of Hemel Hempstead. Mum and Dad didn't have a great deal of money so Dad drove a series of "old bangers" which were forever breaking down. Dad and I spent many an hour in a cold, wet, often snowy lock up garage putting back engines, axles and all the other bits. The cars were frequently off the road.

One such occasion coincided with my uncle being hospitalised after having a heart attack and so he lent my Dad his prize Armstrong Siddeley Sapphire for the duration of his internment. At the time Dad drove a removal truck for a company in Watford and decided to wind up the other 20 or so drivers. He drove the Armstrong into work the first morning in his best clothes and parked next to the guvners Rover ( probably a P4 / 110 - 'Orace always had Rovers ) whilst all the drivers were milling around to collect the days' orders.

Dad told them he'd come up on the Pools but decided to carry on working because he liked it there so much. The gag was going well until someone suggested he should take them all down the café for a slap-up breakfast. Realising he could never afford 25 or so full fry-ups he had to come clean but he said the look on everyone's face as he drove in would have been worth it.

The Armstrong Siddeley Sapphire 346 was made from 1953 until 1958, with a choice of two six-cylinder engines, 3½ litre or 4 litre. A total of 7,697 were produced. It was very much a luxury high-performance car, capable of 100 mph and known for its quiet ride, with the option of an electrically-controlled pre-selector gearbox. The bonnet mascot, a sphinx, was intended to symbolise silence. It cost £1,757 or thereabouts, depending upon the options chosen; therefore was nearly twice the price of the Renown TDC at its own launch the year before. By the time this Sapphire was in full production, however, the price of the TDC was being successively slashed in order to retain market share.

ROUND-BRITAIN RUN: AN UPDATE FROM THE SUCCESSFUL TEAM

Thank you all for supporting our adventure. Hans, Shaun and I are immensely proud that our Renown completed the 24<sup>th</sup> Round Britain Reliability Run without any major issue and we are now officially the oldest car ever to have successfully completed the event.

As oldest car we were given the honour to leave the car park at the Plough first, leading the 104 cars out of traffic-congested London during Friday evening rush hour. Being also the slowest car of the pack we had a great view of nearly all the other Triumphs overtaking us. However we were still making good progress; it was only on our way to the second control point that we got delayed having been caught out and been forced



Dirk's Renown alongside two early Herald Vitesse works rally cars, and the same cars in Monte Carlo in January 1963.



to deviate looking for fuel. By that time also the torrential rain had started, further slowing our progress.

Common sight – other Triumphs swishing past.

Fuel at last. We had run out, and resorted to the 10-litre emergency spare can.



John O'Groats was very welcome for a hot breakfast and with renewed energy we set off southwards, but not until after some navigational detours first. The long stretches of highway afterwards allowed us to make up some time and before long we were once more in company of Triumphs rushing south.



Hans takes a turn at the wheel. Note the speedometer reading: 70mph!

The amusing signpost showing the way to Land's End takes on a special meaning.



Um... Lost in Scotland



The night stages through the Wales forests however did not suit us very well, and we were again the last car in at Sugar Loaf control, catching the marshal just in time before he moved off. The most difficult part of the whole trip must have been these dark and twisty roads, which the Renown did not negotiate gracefully, more like a supertanker adrift during a stormy night. Once again we had to deviate looking for fuel, our total consumption well over 400 litres by then.

However, once we had passed the bridge over the river Severn we started to slowly reel in the stragglers; they must have been napping to let us pass, and we made it in time to Land's End for breakfast and the welcoming committee.



Land's End, Bude and Pimperne stops were for us the most welcoming, very glad to have made it so far and encouraged by the spectators' warm welcome. At Pimperne, we were greeted by another Renown, SHN 928, offering encouragement and with a selection of spares in case we were in need. I thought it very nice of

them to bring spares but am not sure now I have expressed my thanks at the time. We were all getting a bit blurry-eyed by then. I think he must have thought of us as a wild bunch.



Leading a mile of Triumphs

The traffic-clogged M40 into London meant that we could compete with the other cars, and ours, aided by the oil cooler installed, did not object to the ordeal. As a result we made it back to the Plough in a timely manner, only slightly outside the "official" opening times.

Did we have any breakdowns? It started out badly when we discovered before the start that our carburettor leaked fuel from the fuel line connection. However Mike Pepper came to the rescue with a spare carburettor and we could pretend there had never been such a thing as a close call.



During the first night the accelerator return spring snapped and remained wedged onto the starter motor, not that it was being used much. For the whole trip the pedal seemed to have acted as an on-off switch. Still Shaun bent it back into submission and we were rolling again.

During a following fuel stop we caught the alternator on his way to freedom. The fixing nuts had become loose and it would have been a matter of minutes before it would have snapped the remainder of the bolts. A quick rummaging through the assorted nuts and bolts we carried found suitable replacements and once more we were on our way.

Stopping to see if we could help 6255 VC, having problems.

We are very proud of our plucky little car, because the week before the run it would seem that we would not even make the starting line. With not much in way of a shakedown it ran 48 hours almost nonstop, at probably 90% of its capacity demanding nothing more than one top up on the cooling water, less than a litre of oil and 710 litres of Britain's finest fuel to whisk us around for 2100 miles in relative comfort. It kept us dry during the downpour, the only water entering the cabin was when we hit standing water on the A68, and we were relatively warm during the night stages and the rear seat doubled comfortably as a makeshift bed for the 3<sup>rd</sup> driver.

I must also thank those who offered assistance and spare parts, those who came out to see us off, cheer us on and wish us well during the drive. I must also thank you all for your generous contributions on the Just Giving page, all of that money has been sent off to Macmillan Cancer Relief. Quite a few people pledged money on successful completion, so the page is still active. There is still time if you want to share the link with friends and relatives. All contributions are welcome and as said, will go directly to Macmillan.

Text and images by Dirk Devogeleer.

#### VIEWS FROM AROUND THE ROUTE

We did express the hope, back in June or August when Dirk first told us of his plans, that the round-Britain trip would bring together other Razoredge cars; and so it transpired. We are delighted to have received this account from Jennifer and Stewart Langton, of Dorset, who have been members since the earliest days of the Club, and who are the owners of TDC 1900 DL, mentioned by Dirk in his account.

“Please find enclosed photographs taken at the rest stop on the Club Triumph Round Britain Run at Pimperne.

We were pleased to meet Dirk, Shaun and Hans on their epic journey. Pimperne village hall was a rest stop, with cars required to stay for a minimum period of 30 minutes, during which tea and cakes were supplied by our local volunteers from Club Triumph. The first batch of cars arrived promptly at 2:30pm and the car park soon started to fill up.

All competitors received a warm welcome and we cheered each car as it arrived, but at around



4pm the biggest cheer was for the Renown when it arrived, looking good and sounding very sweet. Apart from a few minor problems the car was performing well, unlike a few more modern Triumphs which had suffered major breakdowns en route including a 2.5PI saloon which parked near us sounding very odd from the rear end on arrival. Apparently on Saturday night their diff carrier had cracked, and unable to find a welder in the middle of the night they had secured the whole assembly with wire, which was still holding. The majority of the cars on the run were larger saloons, however there

was a smattering of other models, many highly tuned – TRs, Dolomite Sprints, Spitfires, Heralds, and even two identical Acclaims; but without a doubt the oldest car ever to take part, the Renown, received the most attention.

At 4:30 we cheered our three intrepid travellers on their way to the penultimate stop, the TR headquarters at Didcot.

Kind regards,  
Jennifer and Stewart Langton.”

Photographs: Stewart Langton



## RAISING THE PROFILE

Dirk's epic performance on the Round-Britain Run has resulted in several pictures and references to our cars. Dirk's car is on the front cover of **Club Triumph magazine**, and on the home page of their website; and his own article describing their adventures is given three full pages in the magazine, with good photographs. They include a shot of Stewart and Jennifer Langton's Razoredge alongside Dirk's at Pimperne. *Practical Classics* however gave the run only a two-page spread, admitting that their Fuzz Townshend was one of the eleven non-finishers in a 1977 Spitfire 1500, without any reference at all to our heroes, or much attention to any of the other cars.

From a different source, however, we have recognition of John Bath's photographic skills: the **FBHVC newsletter** comments on the striking photograph we used on the back cover of the August edition, showing our cars under the protective wing of the RAF Nimrod. They also noticed our observation that the Austin-derived Hindustan Ambassador had only ceased production in May of this year.

Our Razoredges could also be seen on cable TV's **Discovery channel**: in a program called Turbo Pickers, on car restoration, partly filmed at Brooklands. Chris Hewitt's jade green TDC and David Wickham's Cotman grey TDB can be seen in the background. This is David's second slice of stardom; his car was used in East Enders some years ago.



Dave Pilcher spotted TD879, on Facebook, in Columbia, South America. At some point it has been fitted with a six-cylinder engine, and the bonnet and wings extended to accommodate the longer engine block. Really not sure about that front bumper!

*Mike was again impressed by the level of detail his Sat-Nav provided...*



PS – the new film 'Paddington' is highly to be recommended, and not just for children.

## THE RELOCATION OF THE “EVERYTHING ELSE” SPARES

from Bob Hobbs

*“I’m fed up with tripping over all this clutter . . .”*

Thus spoke my wife recently as we manoeuvred around yet more discarded building materials that were “carefully placed” exactly where she needed to walk on her way to our vegetable plot. It really was a lovely pile, full of woodworm-infested timber, trimmings of shed cladding material and numerous similar items. I have to admit to being guilty of similar misdemeanours in the past; but this one was on behalf of the TROC.

As you may have read, I was not quick enough to duck when the TROC Committee was endeavouring to find a solution to the problem of who to take on the “Everything Else” spares that Irving so valiantly managed for many years. We are lucky enough to have a reasonable amount of space where we live and one of the Committee members suggested that perhaps we either had room for a suitable storage facility such as a shipping container or two or maybe could modify one of our existing buildings to house the spares. After some deliberation we (my wife, the TROC Committee and I) determined that the most cost effective solution, and we hope the best for members, would be to improve the storage potential of one of our existing sheds. The one in question was quite large, open to the world, suffered from appalling condensation problems and had an earth floor that was wet during the winter.



Concrete floor done, old roof cladding removed and new roof timbers where needed. Many of the old timbers were warped, rotten or in the wrong place. Additional beams were required to provide the correct spacing for the new roof cladding.

The shed before it knew what was about to happen to it. The patch of bare earth is where part of the concrete slab was upon which I used to tend my various ancient vehicles. This area is now also part of the shed.



The work that has been done might not sound too significant:

1. Empty the shed of the existing contents such as lawn mowers, garden tools, various items held in store for our two sons and a general miscellany of goods and chattels. It did take about two weeks of serious effort to do this as many of the items had to be kept dry for the period that the improvement work would take. Each armful had to be carried 75 metres to another shed that we have.
2. Dig out the earth floor and replace with a suitable thickness of hard-core and concrete.
3. Take off the existing steel roofing sheets.
4. Add additional rafters and replace any rotten timbers.
5. Install new insulated roof.
6. Insulate and line the walls.
7. Acquire and install some racking.
8. Relocate the spares.

9. Sort the newly received spares into sensible order on the new shelving in the shed.

Suffice to say that these few tasks kept me fully occupied for the three months prior to the spares being moved, typically working an eight hour day or more! The finish date became set in stone when Irving found that a company local to where he lives could offer a suitable van for hire at the end of August and that coincided with a very limited time slot when Irving had an opportunity to spend the three days required to move the spares and when Jill and I were able to guarantee to be available to accept them into our care.

Full details of the work done and the financial implications will be presented to members at the next Annual General Meeting in March 2015. A legal agreement has been drawn up to provide security for both the TROC and the Hobbs family to cover the anticipated period over which the Club will have the use of the storage at Paddock House.

If an eyebrow is raised at the thought that the Hobbs Empire has benefitted from the improvements to the shed, we would answer with these points.

1. We did not need to improve the shed for our own usage.
2. We now have less storage space than before for our own items.
3. The flat concrete slab upon which I used to tend my various vehicles has had to be dug up and we have to reinstate this elsewhere at our own expense.
4. We have not been able to undertake a number of activities this summer that were important to us. This includes major re-plumbing of our heating system, sorting the problem with the render on our house before the winter rain starts and many similar issues.
5. I have invested a vast amount of time and Hobbs money into the work.
6. I have undertaken to do the spares for at least ten years, in order to make the whole scheme viable.
7. Finally, perhaps most importantly for members, nobody else was in a position to accommodate the spares other than a commercial organisation; and from the experiences of another classic car club to which I belong this can be an expensive disaster as far as being able to provide a service to members.

The extra work and the long term commitment that I have given are not insignificant. I ask that during the initial period members will appreciate that I will have to find my way around the stock and thus may not be able to provide the same level of service that Irving was able to offer. The range of parts that go to make the innards of our cars function correctly is enormous and during the period that the Razoredge cars were produced Standard Motors, in common with most manufacturers, seem to have enjoyed updating the design. As a consequence one has to ensure that the correct part is supplied to match what is fitted to the individual vehicle.



Insulated roof & walls together with good lighting and shelving and all ready for spares to be received.

Some spares items can cause confusion. For example, the design of the distributors fitted to the 2 litre engines was changed several times. The original manufacturing date does not necessarily help identify what is currently fitted to a particular car since, during the period of support by Standard for the cars, the updated distributors would have been fitted if it had become necessary to replace the unit.

It is good to be able to record that the majority of members are polite and even apologetic about ringing to request spares or to seek information about their car. We are always pleased to help members get the best from their association with the Razoredge Club and cars. Please remember that all your committee members are volunteers and support the Club in their spare time.

A final few words on the sale of spares in general: the Club's official procedures regarding spares sales require payment in advance of the spares being despatched. Usually we are happy to send items within the UK on the understanding that payment will be made as soon as the items are received. Please ensure that prompt payment is made even if one normally "does one's accounts" at the end of the month. Late payment may result in payment in advance on the next purchase!

Some of the items we stock are heavy or fragile. Chris and I are quite happy to have members collect the parts they require if preferred. This is especially pertinent for exchange items like steering boxes or clutch repair kits that are heavy, expensive and fragile.

Bob Hobbs  
October 2014

## FORTHCOMING EVENTS IN 2015

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.***

- Thursday, 1<sup>st</sup> January 2015** **Brooklands New Year's Day** gathering, expecting 1,000 cars of all makes; 9am – 4pm.
- Ace Café Hangover Meet**, 10am to 5pm, all makes. The Ace Café on the North Circular has translated its fame as the meeting-point for the Rockers from the fifties and sixties into a venue for a whole series of meetings of different makes and marques; and the idea of a 'hangover meet' following New Year's Eve excesses is perfectly in keeping.
- New Year's Day Somerset** at Haslebury Mill Great Tithe Barn, Crewkerne.
- 8<sup>th</sup>-11<sup>th</sup> January** **LONDON CLASSIC CAR SHOW**, a brand new event, at the ExCeL, in Docklands. Not cheap – standard tickets are £20, and Premium tickets are £45, for which you get "premium viewing of the Grand Avenue," amongst other goodies. I imagine that means you can actually see the cars reasonably close up as they drive past.
- Sunday 18<sup>th</sup> January** **Huddersfield Autojumble**, in the Old Market Building, Huddersfield; there is also one on the same day at the **Three Counties Showground**, Malvern.
- Wednesday 28<sup>th</sup> January** **Monte Carlo Historique Centennial from Paisley, Glasgow**: the Scottish start point (others are in Barcelona, Copenhagen, Turin and Reims). The cars will leave Paisley Abbey starting from 7pm.
- Sunday 15<sup>th</sup> February** **Seaside Breakfasts** at the Bayside Cabin, Gosport, Hants, from 10am. All classics welcome. (For the seaside in February, I would think anybody will be welcome.) Alternative breakfast, same day: **Brooklands Winter Classic breakfast**, 8am-9:30.

**Sunday 1<sup>st</sup> March** **MG and Triumph Show**, NAC Stoneleigh, Warwickshire. Trade stands, cars to look at, and combining the various MG and Triumph clubs in Hall 3. If anyone would like to take their Razoredge along, please contact Chris Hewitt who will be able to arrange your official representation status and our club banner.

**Sunday 15<sup>th</sup> March** **TROC Club AGM, at Gaydon Heritage Motor Museum, 10:30**  
All members are welcome to attend at the AGM, at which officers for the next year will be elected, the accounts for the past year will be presented, and any questions will be answered.

**28<sup>th</sup>-29<sup>th</sup> March** **NEC Practical Classics Restoration Show**, Birmingham, at which we hope to have TROC representation. If any member would like to take part and to offer their car as our show vehicle, please contact Club Chairman Chris Hewitt, who will tell you what's involved.

**Sunday 26<sup>th</sup> April** **Drive-It Day 2015**: whether taking part in an organised event, visiting one, or just being out and about in your car, try to take part in **Drive-it day**, and enjoy being part of the classic car movement.

**Remote areas and other places** – would you like to organise a meeting in your area? West Country, Dorset and the Isle of Wight, East Anglia, Wales, Midlands, the Lakes, Yorkshire and Northumberland, Scottish Lowlands and Highlands and even the Isles – we have members all over the UK. Why not nominate a good pub or picnic spot, and a time, and we'll publish it in the February edition. See who turns up to meet you, and perhaps agree a little road run. Notify the Editor – email address and phone number inside the front cover.

**Sunday 12<sup>th</sup> July** **Club Rally – full details to follow** – but this will be a big one! It is the Club's 40<sup>th</sup> anniversary, and will involve the revisiting of some historic events and places for the Club and the Cars. Do plan to take part if you can. Not to be missed! We meet at Coventry Transport Museum, and there will be a short road run to the main venue.

**10<sup>th</sup> – 13<sup>th</sup> September 2015** **Ten Countries Rally 2015** is similar to the RRBR except it covers a route around Europe; 2,000 miles in forty-eight hours. However, if you're about to leap at this chance – sorry, but the applications list was filled within 48 hours of its opening.

**18<sup>th</sup> -22<sup>nd</sup> May 2016** Club Triumph are planning a five-day tour along the **West Coast of Ireland** for May 2016, which might be of interest to members. The more leisurely pace allows for appreciation of the wonderful Irish landscape as well as the glorious roads. They need a definite commitment from at least 10 cars to make the event viable. If you are interested, contact Darren Sharp, Secretary of Club Triumph, at [secretary@club.triumph.org.uk](mailto:secretary@club.triumph.org.uk) . (Note that you're not automatically a member of CT just by being in TROC; it will be necessary to join CT.)

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*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!*

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**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.*

***Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.***

*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.*

Colonel Edmondson has contacted us seeking a Renown “with a division in the car” – presumably meaning a Limousine – in good working order for his son. If you have one to sell, contact him on 01524 851 764 (except I tried the number and it seems to be a fax line?)

**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](mailto: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 a 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](mailto: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](mailto:andylinandslasher@btinternet.com)

**FOR SALE, TD spares**, only a few parts left from breaking a complete car. 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](mailto:sue@sdalton.plus.com)

**FOR SALE**, Rear jacking points for TD and TDA models, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email: [keith.gulliford@talktalk.net](mailto:keith.gulliford@talktalk.net).

**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 Michael 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. Please contact Mrs Fisher’s daughter, Lian, on 07584 420 883 or [Lian.Fisher@icloud.com](mailto: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 and rear brake cylinders for the 1800 model 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.