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“Did you say we’re doing the wrong car?”

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(Affiliated to the Federation of British Historic Vehicle Clubs)

Our cover pictures for this issue:

Front – Spotted by Paul Howard on Channel 4’s excellent “Car SOS”. Whilst the programme’s restorers perform miracles on a Moggie, the car they should really have been doing can be seen at the back of the garage on the right.

Rear – Few vehicles turn heads more than a Renown; but this Renown outshines all. Fuller details are inside the back cover; picture found by David Shulver.

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED**Reg No. 2886923****THIRTY-NINTH ANNUAL GENERAL MEETING****SUNDAY MARCH 15TH 2015**

To be held at the Heritage Motor Centre, Gaydon, Syndicate Room 7, commencing at 10:30am, when tea and coffee will be available. We hope to complete the formal business by lunchtime, which will leave members the rest of the day to look over the museum.

AGENDA

1. Chairman's welcome and address
2. Secretary's report, including Minutes of the last AGM and matters arising
3. Editor's report
4. Membership Secretary's report
5. Spares Secretaries' reports and adoption of the spares account
6. Treasurer's report and adoption of income and expenditure account
7. Membership fees
8. Historian's report
9. Election of Committee Members for the term April 2015 to March 2016
10. Date and venue of the next Annual General Meeting (to be advised by the Globe magazine)
11. Any Other Business

There is a Voting Slip enclosed in your Globe for you to indicate whether you approve raising the membership fee to £27 (item 7).

BROOKLANDS NEWS

We are delighted to hear that the Heritage Lottery Fund has allocated £4,681,000 towards the Brooklands Aircraft Factory and Racetrack Revival Project. This money will help transform the grade II listed Wellington hangar into "The Brooklands Aircraft Factory", and restore the finishing straight of the original race track, which in 1907 was the world's first purpose-built racing circuit, amongst other projects. Work will start in the next couple of months, and the Aircraft Factory and the Flight Shed will open during the summer of 2016.

APPEAL FOR INFORMATION

David Knowles is researching the life and work of Les Moore, chief stylist for Triumph Cars, in connection with the development of the TR6. If any members have any particular comment or knowledge of Les, who was the man behind the creation of the Razoredge model, please let me know, and I shall put you in touch with David.

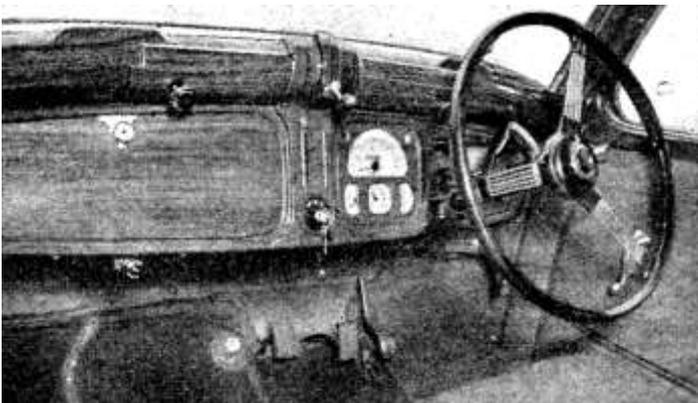


Comments and stories from members about any of the other cars are welcome; email the Editor.

CARS AT STOW

Tom Robinson

For many years I have extended my general transport interest into the realms of art in transport; in particular the areas of maritime and railway subjects. Over the years I have amassed quite a collection of books by well-known artists, but my 2013 Christmas present came as quite a surprise: *The Transport Paintings of John Chapman*; hitherto an unknown artist to me. As members will now realise, within I discovered the painting of Stow featuring a Renown and after receiving the artist's permission for the Club to use the image, I passed details to our editor.



In return, our editor thought it would be a good idea for volunteers to write a few lines about other cars depicted in the scene and so here is my contribution in respect of the Lanchester 10 that can be clearly seen immediately behind the monument.

The new Lanchester 10 was introduced in December 1945, one of the earliest post-war models to enter the market. Based on already

established 1939 designs that were almost ready for production, there were certain slight improvements made before the launch.

The engine was of 1287cc capacity, overhead valves and four pistons of 63.5mm bore and 101.6mm stroke with 40bhp maximum power. Transmission was by the famous Daimler fluid flywheel with pre-selector epicyclical gearbox. Girling mechanical brakes were fitted and suspension was by independent front coil springs and semi-elliptic rears. With a wheel base of 8ft 3 ins and overall length of 13ft 2 ins it was a compact little car giving a turning circle of 35ft.

Engine overhauls would be made easier with this model as the front wings and radiator were designed to be easily removed in one unit, and I feel sure this would prove to be a great help.



The body was described as 'generally spacious.' Three passengers could be accommodated on the rear seat and there was provision for a radio and optional Smith's car-heater unit. Luggage space was described as adequate, but in reality was quite small.

I don't think it was ever a large volume seller, but no doubt at the time filled the need for a small car from a quality manufacturer.



Pictures are from *The Motor*,
12th December 1945



WHAT'S ON 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.

Sunday 1st 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.

Saturday 7th March

Knutsford Club **Tour of Cheshire**, for all makes of classics. Check out the website to make sure it's for you. It's not a tyres-spraying-gravel type rally; but it has tests and tasks and activities, like in the good old days when people enjoyed cars and driving. From the picture, they have a sense of style and appreciate the good life.

Saturday 14th March

Rolls-Royce and Bentley Workshop, Matt Pickles' workshop near Macclesfield, Cheshire: a practical hands-on examination of a selection of cars and problems.



Would TROC members in the UK be interested, if we could devise a similar activity with workshop for Razoredge models? Does anyone know of an experienced classic car garage which might be willing to provide a suitable venue and expertise? Just an idea – but we can imagine this might prove popular. If you would support such an event, please email or write to the Editor.

Sunday 15th 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 can be raised. You will be able to hear about the revised arrangements for spares, and we shall discuss membership fees. See voting slip enclosed in this Globe, and the full Agenda on page 115.

20th-22nd March

Bognor Regis Motor Club have organised a tour of Hampshire, Wiltshire and Dorset, based at Chilworth Manor, raising funds for male cancer awareness. £350 per person, based on two sharing; two nights dinner, bed and breakfast and other refreshments included in that price. Black tie dinner on Saturday night. On the Sunday, optional visit to Ocean Village Southampton, and harbour cruise on the Princess Caroline. Visit their website for further details – www.theregisrally.co.uk.

Saturday 28th March

Heritage Transport Show, Kent, incorporating the **South-East Bus Festival** at the County Showground, Detling, Maidstone, 10 till 4pm. All manner of transport and stationary engines; guest speakers, side shows, model displays and over 100 vintage buses. Free parking. Tickets £5 in advance, £8 on the gate; children under 12 go free.

28th-29th 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.

- 28th-29th March** **Spring Transport Festival**, Museum of Transport, Cheetham Hill, Manchester.
- 28th-29th March** **Somerset Rural Living Show**, at Taunton Racecourse, including a classic car show and a run on the Sunday.
- Wednesday 1st April** and first Weds of each month through to September. **Polesworth Carnival fundraiser** from 6pm, entry £1, a meeting of any classic cars and motorcycles, at North Warwickshire Recreation Centre between Polesworth and Tamworth.

EASTER WEEKEND

- 3rd – 6th April** **South Devon Railway Easter Transport Extravaganza** at Buckfastleigh and along the SDR route: steam and Diesel passenger and goods trains, fairground rides, good food and beer, and classic cars. If that's not an ideal day out, what is?
- Sunday 5th April** **Argyll Classic Tour of the Kingdom**: organised by the Caledonian Classic and Historic Motor Sport Club, a tour of western Scotland on a new route devised for this year. If there is better countryside than this, I don't know of it.
- 5th – 6th April** **St Asaph Car and Motorbike Show** Easter weekend in North Wales: it's about five miles south-east of Bodelwyddan. (You won't have heard of that either, but I love those crazy Welsh place-names.) There's a fun run on Easter Sunday for exhibitors, through the glorious Welsh countryside.
- 5th – 6th April** **Crich Easter WW2 Home Front**: a 1940s themed event, starting the season at Crich Tramway Museum. Expect air-raid warnings and low-flying aircraft, and remember to carry your Identity Card. Derbyshire.
- 5th – 6th April** **Weston Park Midlands Festival of Transport** If you like big events, this is the one for you this Easter: 1,500 vehicles, 18,000 visitors expected, and all the activities, sideshows and exhibits you'd expect at a meeting of that size. Funfair, simulators, inflatables; frequent display events in the main arena.
- Monday 6th April** **St Catherine's Fair, Surrey**. Car Boot stalls, farmers' market, dog show, tug of war, and some classic cars. An altogether different type of experience from the one above – but each to their own! Shalford Park, Guildford.

OTHER EVENTS, COMING SOON

- Saturday 11th April** **Wetherby Autojumble and Classic Meet**, Wetherby Racecourse
- Sunday 12th April** **Malvern Spring Classic Car Show and Autojumble**, Three Counties Showground, Malvern.
- Sunday 12th April** **Newark Autojumble** opens at 7am for stallholders, 10am for the public. I think all these autojumbles imply they are expecting us to have got the car out once, and found that we need some bits...
- Tuesday 14th April** and each 2nd Tuesday of the month **Benington, Hertfordshire Classic Car Evenings** at the Lordship Arms, 42 Whemstead Road, Benington. No membership, no fees, no bookings; just a friendly drop-in evening at a good pub. The car park will hold 40 cars and is reserved for classics. 6pm onwards.

Saturday 18th April

Gaydon Spring Classic Virgins, an event intended to encourage and support new and potential classic car owners. Experts will deliver guidance on the theory, and there will be some workshop basic maintenance hands-on experience; the afternoon will be spent driving classic cars on the open road. At Gaydon Motor Heritage Centre, just off the M40.

18th-19th April

Sandbach Festival of Transport, Cheshire. Vintage and new vehicle parade, hog roast, art exhibition, Northwest Town Crier competition, fairground rides, live music, marching bands, charity stalls – and free entry. Takes place throughout the town centre.

Sunday 26th 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 own 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 April 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. If it works, you could have started your own local tradition.

20th-21st June

Bath Festival of Motoring, Lansdown, Bath. A substantial two-day gathering with many attractions, including live music, food court and bar.

Sunday 12th July

The TROC Club Rally – full details to follow in the April edition – but this will be a big one! It is the Club's 40th anniversary, and will revisit a favourite venue for the Club and the Cars. Do plan to take part if you can. Not to be missed! We shall be at Kimbolton Country Fair and Classic Car Rally (*not* starting at Coventry Transport Museum as previously suggested).

10th – 13th 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.

18th -22nd 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. (Note that you're not automatically a member of CT just by being in TROC; it will be necessary to join CT.)

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!

OTHER OLD CARS... RUST IN PEACE?

Ray Gomm, whilst on a trip to the West Country a little while back, came upon this little collection of quietly-decaying cars and other items.



He writes: “On the A388 between Holsworthy and Launceston lies the hamlet of Chapman’s Well and there on the side of the road you’ll find a garage which looks as though the owner simply locked up after a hard day, walked away and never returned. (We’ve all felt like that at times.)



“Outside are three old minibuses blending into the undergrowth and a Triumph beyond any means of salvage. Inside, a host of cars, engines, gearboxes etc and a shop still with cans of oil on the shelves.”

These places take on a strange fascination; an accidental museum of someone’s life and work, preserved as a moment in time when they were last visited, like a scene from Pompeii. That TR3 really does look like a half-dissolved cube of sugar; a frozen frame from a stop-action record of rust eating a car.

We have evidence of other cars likely to enter the same limbo-world, from appeals from Razoredge owners.

Gregor Robertson writes “Dear Roger, sorry I haven't been in touch and also for dropping off the membership. My car is still awaiting restoration and as I have other projects on the stocks, and this one requires a huge overhaul, I'm unlikely ever to tackle it. (I am now 72!) Having broken another 2 hopeless wrecks years ago I have tons of spares. It would be really sad if this car is broken. Chassis and mechanics are good. Any ideas? I did try advertising it a couple of years back but no interest. I'd be looking for

£1200 for everything including a complete reconditioned engine but won't split the lot. My telephone number is 07866 505 461 and the car is near Edinburgh. No need to say, it will need trailering away. All best, Gregor Robertson.”



Here is our dilemma: so many cars are looking like the ‘before’ side of a very good ‘before and after’ restoration article. It’s moving on from that stage that strains and over-taxes our resources, and then what you have left is something that’s too inspiring and precious to throw away – but what else can you do with it?

Meanwhile member Paul Graylen is at a different stage in the process, having made progress with his own car but having acquired a second spares car along the way.

“Last year I acquired a TDC 218 Reg No MUW 526 which some years ago had been restored to a decent standard. It was sold in 2009 to a Mr Dorey near Spilsby, Lincolnshire, who did little with it and sadly left it stood outside with the result it deteriorated in condition. Mr Dorey died just over one year ago, and I then acquired the car. The chrome work was poor and incomplete. I had the front bumper re-chromed along with the rear sections. The front did not have any overriders fitted, whilst the rear overriders were so badly pitted they were beyond re-chroming. I spoke to Chris Hewitt some months ago to establish if TROC had any in stock which could be re-chromed, but there were none suitable. So I set about trying to find some, the result being my search took me to a stripped car with all the chrome work packed away. This car had been obtained by a lady’s late husband, and I ended up buying all the car from her, which I now have back home here at Broadholme. The gentleman had over 12 years ago started to restore it but died before it was complete.

My first thought was to rebuild this second car as my son is showing an interest in the Razoredge; however the task will not be viable as there are too many parts missing. All the doors, boot lid and bonnet have been prepared with the doors already having been resprayed, some of the chrome work has been re-chromed and the bumpers are good, and all these parts I propose to keep along with the engine as a spare - just in case and substitute parts for my own car. That leaves a rolling chassis as shown in the attached photographs.”



The above image shows clearly the key structural differences between the TD/TDA models and the later TDB and TDC: the chassis members are of tubular steel, and the front suspension has a transverse leaf spring, which can clearly be seen bolted to the underside of the front chassis cross-member. Compare this with the diagram of the suspension of the TDB/TDC shown in the article on Graham Sinagola's work, pages 108-109 below.

Paul continues: "I have a V5 for this car which is now in my name, Reg Number DVY 966, first registered 2-2-1949, commission number TD 3837DL. In my view it would be criminal to wheel this fine old lady into the scrap yard, hence the reason for this email. If any member might be interested in this along with some of the other parts I have, before placing it on Ebay to maximise coverage, I thought the club should have first option. I do have a trailer so could deliver and I will not be looking for a fortune for the old girl, but would rather her go to a worthy cause. I do not wish to leave her outside where she now is so wish to find a new home as soon as possible. Any interested party is welcome to come and view so can feel free to ring me at any time, but best is evenings. Hope you may be able to help."

Paul's telephone number is 01522 702 611.

However, the club already has for sale a fully refurbished as-new rolling chassis for the TD model, and if anyone is inspired to start building a Razoredge from the foundations up, it is more likely they would start with that, even though this one has an identifiable registration number and DVLA registration documents to go with the chassis.

But what, in that case, becomes of this rolling chassis? We share exactly Paul's immediate reaction: it would be tragically sad just to drive it to a scrap metal dealer and exchange it for a few pounds for the weight value of old steel. And yet in the 'For Sale and Wanted' section of each edition of the Globe we often have similar cars – 'suitable for breaking for parts, or possible restoration project.' ***We so need a person with a great big dry barn, and a love of these ancient decaying wrecks!***

Another work in progress is reported by Andy Kemp, who has updated several parts in his entry on our 'Items Wanted' and also 'Items For Sale' pages this month, as his restoration moves along. He says:

"When this car was taken off the road it was going to be a 1-2 year restoration project, but as we all find, the more you dig the worse it is. Due to working full-time, grandchildren, wife, two grown-up daughters... I get some Saturdays to work on the Renown. This is now my 10th year of restoration. Enclosed are photos from different stages. The body is now back on the chassis, ready for the rear area to be restored.



The more you dig, the worse you find.



“All the woodwork has been remade and given 3 coats of clear Sadolin. The chassis has been taken down to bare metal, repaired, and then new bushes fitted. It has had 3 coats of Hammerite, and finally Waxoyled inside. All steering, springs, suspension and brakes parts have been given similar treatment.



“I’m hoping to get the car on the road next year, but don’t count on it.”

When this car is finally able to join us at a summer rally, the cheer is going to be enormous.

IMPORTANT NOTE: Please be very cautious when undertaking any work on your car, unless you take full responsibility for what you’re doing, and you have the necessary level of skill and expertise to be sure that work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. The accounts given in any GLOBE article are only the experiences of the Member, and are no substitute for a manual; we are sharing members’ ideas and experiences, not offering guidance on what might or might not need doing on your car.

HISTORY SNIPPET: TRIUMPH RENOWN BVV 715

David Wickens has collected information relating to this car.



This vehicle was purchased second hand by Roger Mitchell who was living at the time in Burwood Road, Northampton in the 1960s. It had been taken in as a part exchange by a garage at Moulton Northamptonshire. The colour of the car was a light green (not metallic) with grey leather upholstery and grey thick pile carpets. Roger Mitchell recalls his time with the car:

“This vehicle was purchased second hand from a garage at Moulton, which was a village just outside Northampton. The garage was owned and run by Bill Smith, a local colourful character, and I used to help him out when he was very busy or not very well, which was quite often as he was not in the best of health. At that time I was working at Northampton Council and am a qualified motor engineer. One morning he said to me. "Check all the cars on the front to see if they have got antifreeze in them".

I found that the Triumph did not have any in it, so it was duly drained out, refilled with antifreeze and whilst I was running the engine to circulate the antifreeze and listening to the car's radio, I thought to myself this is a nice clean car, so I duly inspected it and found that apart from the engine which was very noisy it was in factory condition. The body was in excellent condition, had not been in an accident or been re-sprayed. The radio and spot lights would appear to have been fitted by the factory and nothing appeared to have been played with or altered in any way.

Everything seemed to be original apart from the tyres and battery, so I decided to purchase it. This vehicle when new would have probably been supplied by the Douglas Garage, Sheep Street, Northampton which was the main dealer for Standard Triumph and spares stockist for Northampton. The registration number is a Northampton Borough number and the registration and licencing facility was housed in the Northampton Police Station and was staffed by one man. Presumably any records would have been passed on to the DVLA when they took over the vehicle licencing. The Log Book as far as I can remember was the original and not a duplicate and I think that I was the third owner. As far as I can remember the previous owner worked for Pianoforte Supplies at Roade, a village in Northamptonshire. This company as well as making parts for pianos made hub caps and trims for car manufacturers.

The engine was rebuilt using spares from another engine which had a damaged cylinder block. The crankshaft was reground, cylinder liners and the cylinder head changed, new piston rings and new timing chain fitted together with a new clutch plate. The handbrake as I remember required a little attention, but apart from that it was in good condition for its age. The only deviation from the original vehicle that was carried out during my ownership was that the nearside headlamp was converted from single dip to double dip by an electrician that was a friend of mine.”

The engine had to be rebuilt and a new clutch plate fitted together with a few minor odds and ends. The headlamps were single dip and had to be rewired to double dip, but were not converted to Lucas 700 units. The car was in daily use for a few years and went from Northampton to Blackpool before the motorways were built. It travelled to Coventry quite a few times and to the west end of London on a regular basis. It was eventually sold to a butcher who worked for Pontins the Butchers in Broadway East, Northampton, and was usually seen standing outside the shop.

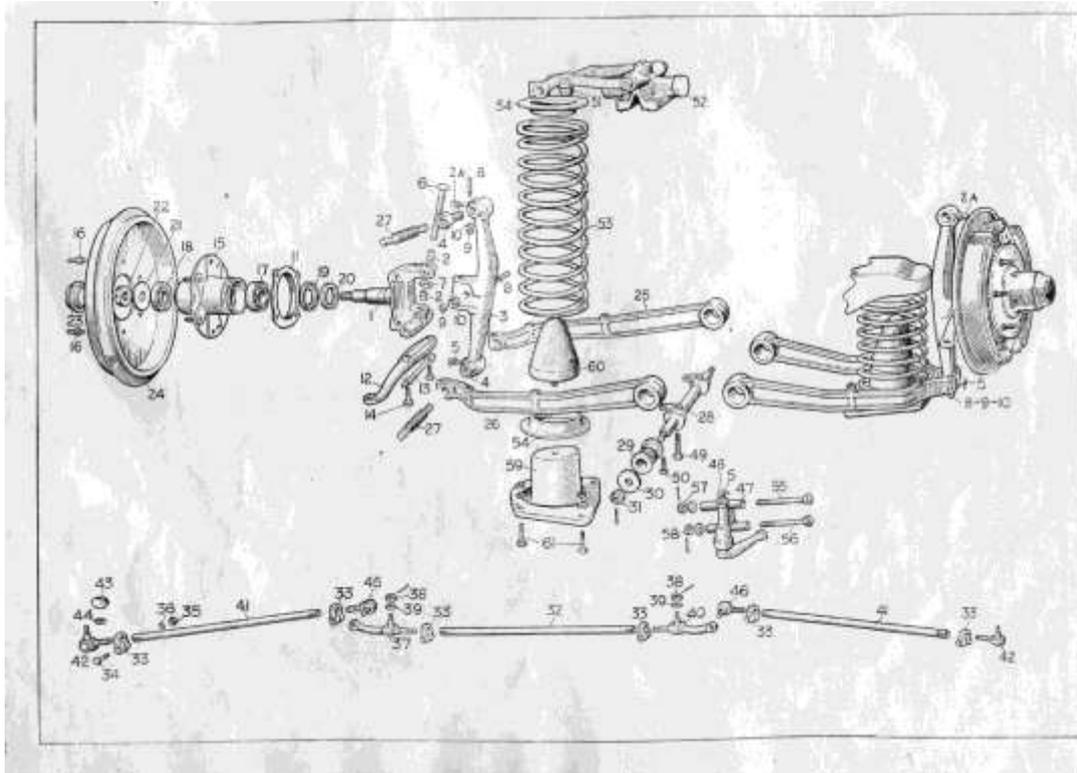
Has it survived and is tucked away in a barn somewhere waiting to be discovered or has it been scrapped? If anyone has any information, please contact the magazine.

David Wickens

A REPORT ON SUSPENSION WORK

from Graham Sinagola

Despite my Renown always passing its MOT I was still not happy about the amount of play in the near-side wheel. After removing the wheel I found that the top bush in the vertical link was unscrewing a small amount and the rubber seals were missing.



After removing the fulcrum bolt, which holds the vertical link to the top wishbone, I found that the bush was worn and was now a very loose fit in the link. Having ordered and received new bushes and bolts from the Club I fitted them without too much trouble, apart from screwing in the bush, which, according to the manual, is supposed to be self tapping. I then proceeded to have a look at the bottom

bush and fulcrum bolt. They were in an even worse state; the fulcrum bolt was worn completely smooth, most likely due to lack of lubrication, and the bush was also worn and loose. These were changed but again I struggled with the bush and also with getting the new fulcrum bolt to line up with the lower wishbone. It was at this stage, whilst lying on my back and peering up at the bottom of the vertical link that I discovered two hairline cracks in the bush housing; so much for MOT inspections!

A replacement vertical link was ordered, the fulcrum bushes that I had struggled to fit were taken out of the damaged link and the whole lot, which included the wheel hub, was put on my bench so that I could set to work removing the swivel pin. This came out easily with a few taps from a piece of wood and a suitable drift. I again screwed in the two bushes which were extremely tight, being new, necessitating holding the vertical link in a Workmate bench whilst using a pair of Mole grips with a long metal tube attached to them to give extra leverage. The vertical link was then reattached to the hub with the swivel pin, which, fortunately, was not worn, and the whole lot put back on the car, with a huge sigh of relief from a weary amateur mechanic.

One thing I did not mention was the cotter pins which I had some difficulty inserting into their respective holes. They really didn't want to fit. I could have tried tapping them home but they soon become a very tight fit and getting them out again would entail tapping from the other end which can result in damaging their threads if the end of the cotter pin becomes peened over. I found that when tapping them out it's best to try and leave the nut partly on the thread to protect it, and use a broad-ended punch onto the end of the pin.

I was assured that if the assembly is correctly put together and lined up, and of course the cotter pins are being inserted from the correct side, then the assembly should go sweetly together; so I started over, and eventually it did all marry together.



The photo shows the old vertical link with the bushes and fulcrum bolts. It is easy to see how worn the old fulcrum bolt is. The hairline cracks are marked with chalk.

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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.

WANTED 2 front over riders, rears would do, for 1950 TDB/C models; to chrome or already chromed. Alan Kormes,

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

WANTED – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

FOR SALE: One wheel (no tyre) DRO 4½” Jx 16” SR; 1 wheel (no tyre) 4”x16”. Both have just been powder-coated silver. 2x inner front wings for TDB. 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

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, 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

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;

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.

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.



IF YOU HAVE A FEW QUID TO SPARE...

This 'barn find' 1961 Ferrari 250 GT California Spider sold in Paris this month for £12,100,000. That's not a typo; yes, it says 12 *million* pounds.

Do remember to check your barns and outbuildings in case you have one tucked away.

A WINDOW INTO THE ERA WHEN OUR CARS WERE NEW

Malcolm Banyer spotted this historical picture taken in Norwich in the 1950s – it’s a Mayflower, not a Renown, I know, but interesting none the less for the ratio of all those cyclists to one car and one motorcycle. Notice the policeman on point duty, waving through the stream of traffic from St Benedict’s Street, and holding up those coming from Grapes Hill.



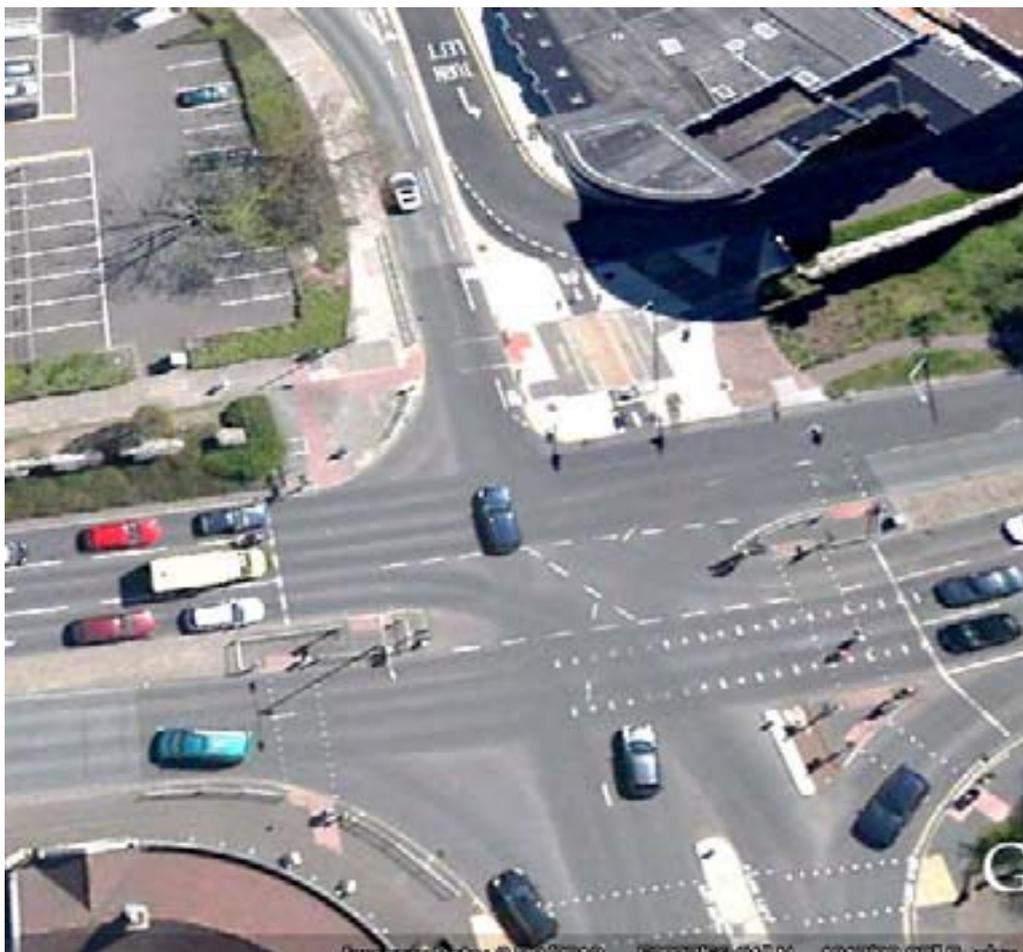
■ 1 - Norwich cyclists at the junction of Grapes Hill and St Benedict's and a policeman on point duty.
Dated: Early 1950s

Fifty years later, traffic lights have replaced the policeman, and the benefits of the programme of road widening can be seen.



This 2006 aerial picture (from Google Earth – historical views) is from a higher viewpoint, but pretty well directly above the source of the newspaper photograph. The public toilets on the corner of St Benedict and Grapes Hill can be identified, with their characteristic round-cornered brickwork.

However, the throng of cyclists has disappeared; the dominion of the motor car is established.



Today: the junction has been further remodelled, and the public toilets are gone. Road markings, which are almost completely missing from the 1950s pictures, now channel and direct traffic movement with greater precision than in 2006.

Pedestrians are crossing safely whilst the traffic lights hold back parts of the traffic stream. The bus lane visible in 2006 has been re-routed, but there is a reserved cycle lane in each direction. No cyclists in sight, however.

HISTORICAL INSIGHT INTO 1950S DRIVING

In researching this, I stumbled upon a remarkable archive film which is publicly available, taken in 1950, made in preparation and research for the road schemes. It was taken from the passenger seat of a Wolseley 6/80 police car – the flying ‘W’ of the bonnet mascot is often visible – driven by Sergeant Kemp, Road Safety Officer. It is an extensive film clip, lasting 15 minutes, and we must presume a busy day, and busy time of day, were deliberately chosen in order to record exactly the nature of Norwich’s traffic problems at the time. What makes it so interesting is its ordinariness; other contemporary films might offer us views of the 1950s – but they will have been taken for films or for advertising, and it’s often not possible to judge how much the editor’s cuts will have coloured the mood of what we see. This is different in that it’s simply a hand-held film camera, pointing out from the front passenger seat, and it records what it sees, as the driver tours around Norwich.

To the modern eye, however, the driving and road use is *horrendous!* Vehicles pull out of side turnings right in front of our oncoming vehicle – which is a police car, remember – and pedestrians saunter across the road without troubling to hurry themselves. Our own driver is as bad: passing a parked truck, we see an oncoming double-decker bus, but he pulls out anyway, forcing the bus to slow and wait for him. Women with prams forge across the road through traffic coming from all directions. We slow to allow a lorry to cross ahead of us, and a cyclist follows on behind it, blithely assuming that we’ll continue to wait, although it’s definitely not his right of way. The concept of ‘right of way’ is, in fact, scarcely detectable; the rule seems to be that if the piece of road immediately in front of you is empty, then you might as well proceed into it – and any other road users will just have to deal with it. I

watched attentively through the film hoping for any glimpse of a Razoredge, but I believe there are none. Since it was 1950, only TD and TDA models would be likely, or a brand-new TDB, but it seems that none had penetrated as far as Norwich. Keen historians of the period will enjoy spotting other makes and models they recognise, however, and I strongly commend the film to our many bus-spotting enthusiasts, for it offers a rare glimpse of their favourite subjects in everyday action.

Find the film on the internet by typing this URL into the address-box of your browser: <http://www.eafa.org.uk/catalogue/908> . It is part of the extensive East Anglia Film Archive, now managed by the University of East Anglia; and there are many online resources that you may find to be of interest – for example, of trams.

This town drive from 1950 is well worth watching, especially if your age is such that the scenes will take you back to your own youth; personally I was two years of age when this recording was made, not yet really much aware of the outside world, and therefore I get a sense of it all being a little bit before my time. But it's fascinating, none the less. Everyday life in the days when our cars were new; and driving, in the days when pedestrians, lorries and cyclists were the dominant road-users, and car-drivers were still only a new and growing presence, instead of the all-dominating force we have become.

BACK COVER PICTURE: FOWLER SHOWMAN'S ROAD LOCOMOTIVE 15653 "RENOWN" CU 978

David Shulver found this magnificent other 'Renown' to round off the series of namesakes of our cars which was begun in the October issue. It was built in 1920 for showman John Murphy of County Durham. It was fitted with a Thompson and Walton Crane, and both it and its sister-engine Repulse were sent out painted only in grey undercoat, because it was urgently needed for fairground work. They were both supposed to return to the works to be painted, but never did. They were painted blue or black at different times.

In 1920 when travelling in Ripon, a subsidence occurred and the engine fell partly into a cellar. In 1937 the flywheel at the end of the crank sheared off – a terrifying thought, but there is no mention of anyone being injured – and it was towed back to Tyneside Shipyard for repairs. Between and after these adventures it worked for twenty years as a Showman's Engine, and on occasions the fire would be kept in for up to eight days at a time, for transporting the fair, building the new site, and then providing power for the rides. Its own particular ride was the Proud Peacock scenic ride.



Around 1941 it was used for loading timber in Cumbria. After the war it stood derelict until 1952. However, it has since been restored, and is today often to be seen at steam fairs in Wales and the West Country. There is therefore another opportunity for someone to bag a photograph of a very special pair of Renowns together – if you are at a steam fair with your car, do check the names of the engines!

thoroughbred & classic cars december 1976

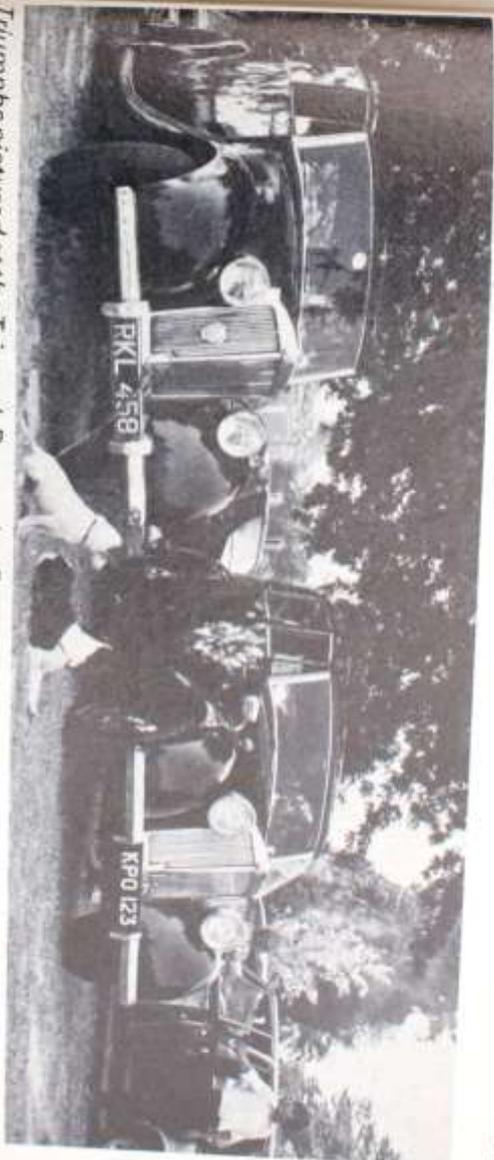
the four commercials officially handed over to the Museum by Mr Tony Tate, vice chairman of Tate and Lyle Ltd.

They are a 1913 McCurd van, a 1922 Foden steamer, a 1937 Latil tractor, and a 1915 Model T Ford. All have been restored by the company's truck services division, and are in full working order. The vehicles were received, on behalf of the Museum's trustees, by Lord Montagu of Beaulieu.

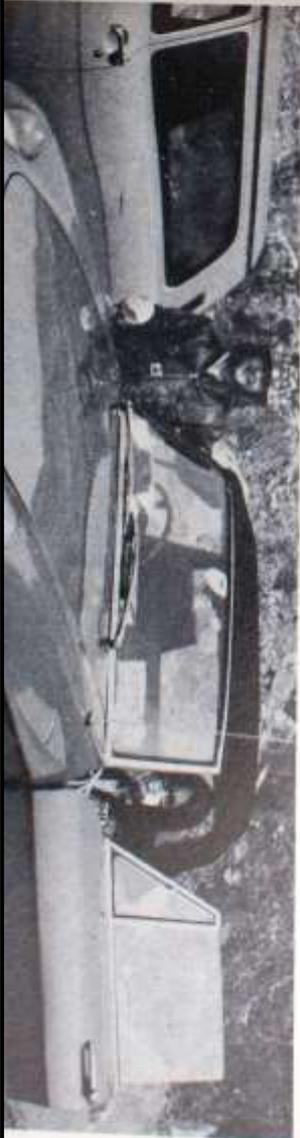
THE Triumph Razoredge Owners' Club held their first annual rally at Cotswold Wild Life Park, Burford, Oxfordshire. "I'm pleased to report that there was a good turn-out," writes the club's John Bath.

"We had 12 Razor Edge saloons and one Mayflower, plus three other visitors cars. Luckily every variant of the large Razoredge series attended, 1800, 2000, Renown limousine (one of each) and the remainder was made up of Renowns - long (TDC series) and normal wheelbase (TDB series). Of all these, the Renown is particularly rare as only 190 were made between 1951 and 1952."

THE photograph and reference to the Alfa Romeo Spider in the October issue has



Triumphs pictured at the Triumph Razoredge Owners' Club first annual rally at the Cotswold Wild Life Park.



Extract from Thoroughbred and Classic Cars, December 1976, reporting our first Club rally. RKL 458 is the TDC of member number 9, Bob Parsons, presently Club Secretary and Treasurer; but KPO 123 is no longer in the club