



THE GLOBE

VOL 41

NO 2

JUNE 2015



Triumph in America... As others see us.

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS

<http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Bob Hobbs, membership secretary.

The Club Accounts and notes from the AGM were published in the April Globe. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor.

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EDITORIAL

Bob Hobbs says: I thank all those who have renewed their Club membership so far. Prompt renewal eases the workload for the membership administrator. *Unfortunately around half of those who pay their fees by Standing Order have not notified their banks of the change in subscription rate.* As in previous years a reminder notice is in this current Globe for those who need to check their bank instructions. If we hear no more from those members, this June Globe will be the last you will receive. **PLEASE CHECK NOW !!!**

2015 is the 40th anniversary of the founding of the Club, and this summer's Rally in July at Kimbolton will be a special event in our history.

- **Planning for the summer Rally: details of what's happening and HOW TO BOOK YOUR PLACE, on page 22.**

On Saturday March 14th the **Club Triumph** annual Awards Dinner was held at the Hilton Hotel, Milton Keynes, and amongst the many awards there was one for the **Car of the Run** on the Round-Britain Road Run 2014. This went to our member Dirk Devogeleer and his TDB 1425 DL, and we congratulate him on this well-deserved recognition of all the preparation, planning and determined endurance driving, which was covered extensively in The Globe last year. Over £60,000 was raised for the chosen charity, the Macmillan Cancer Support, some of which was donated by TROC members. When we last spoke, Dirk was hoping he would be able to have the car at the anniversary rally at Kimbolton in July.

We conclude our special feature for TDB and TDC owners: a centre-page pull-out which reproduces the Motor Trader supplement of February 1952. The copy is reproduced with permission of Motor Trader magazine. The sheets themselves are a concise technical description of the car, and service notes, written by Motor Trader staff but checked and approved by the manufacturer. The double-page pull-out in the centre pages of this month's edition forms the inner sheet of the booklet; last month we gave you the outer sheet which completes the supplement. *If you have lost last month's pull-out, please contact the Editor.* It makes a very convenient mini-manual, mainly because the actual full workshop manual is a joint Standard-Triumph document, in which it can sometimes be difficult to identify the correct Triumph content from the Vanguard pages.

Finally: do please check, without delay, that you have completed this year's TROC subscription. Note the new rates stated on the renewal slip, and if you pay by Standing Order and your membership rate has changed, make sure you adjusted your instruction to the bank accordingly. WE REALLY DON'T WANT TO LOSE YOU. Many thanks! Editor

Our cover pictures for this issue:

Front – 'The unknown Triumphs' in America, where the name normally means only TRs, Spitfires and Stags. Picture courtesy of Hemmings Sports and Exotic Car Magazine; see page 23.



CLUB RALLY 2015 – OUR FORTIETH ANNIVERSARY

We meet this year on **July 12th at Kimbolton Castle**, which we have used as a very pleasant venue for the Rally in previous years.

This year we are taking advantage of the Country Fayre at Kimbolton, at the invitation of the Sporting Bears Motor Club. There will as a result be many classics of other types also in attendance, as well as other attractions, and a great deal to do

and to see. It is our hope that this will enable more of our members to make it a family day.

The Fayre is a charity fund-raising event, and therefore entry will be by ticket. Chairman Chris Hewitt says **“We need to know from our members whether they will attend, and whether in a Razoredge or in a modern car. Entry by ticket is required and I need to know how many will participate.”**

The cost per Classic car will be £8 for car and driver, or £10 for more than one occupant, which will be payable at the gate. Otherwise, family entry is £25 per car, so there is a good discount for Club members. The club will reimburse all Classics on production of the valid entry ticket.”

All Classics should be on site before 11am, when the Fayre opens to the public. The gates open at 7:30 for really early birds, and whilst we don't expect many to be that early it would probably not be a good idea to leave it until too close to 11am, since they are expecting up to 800 classics in total.

Find Kimbolton Castle on the B645, which runs from the A1 turning at St Neots towards Wellingborough and Higham Ferrers. The postcode, for sat-nav users, is **PE28 0EA**, and I'm assured the classic car entrance will be well-signposted.

Chris continues: **“I must know how many Classics are to attend for ticket distribution purposes, immediately after the publication of the April Globe, as we shall be distributing tickets along with the June Globe for members who will be attending.”**

Chris's contact details are inside the front cover. **If you have not received your ticket with this June edition of the Globe, please contact him without delay.**

To celebrate the club's fortieth anniversary we shall be cutting a cake and toasting the Club with a glass of wine. For those who wish to make a weekend of it, we shall journey to the area on Saturday and stay overnight at the **Stratton House Hotel, Biggleswade**; double rooms from £85.



There will be an informal dinner on the Saturday night which all members, spouses and guests are welcome to join; but don't leave it too late to book because this is a small family-run hotel. There were still rooms available at the time of going to press.

AS OTHERS SEE US – THE RAZOREDGE IN AMERICA

Our cover picture this month is from an American car enthusiast magazine, in which their writer sets in context the Triumph Roadster, Mayflower and 1800 Town and Country / 2000 / Renown models. David LaChance gives a well-researched history of the development and demise of our cars, and although the story has often appeared in whole or in part in the Globe before, this seemed to be an opportunity to bring it all together from a slightly different slant; and more recent members of the Club might not be aware of the full history of the car. We therefore reproduce the article in full; text and all images with kind permission of the magazine.

Feature Article from *Hemmings Sports & Exotic Car*

June, 2014 – by David LaChance

The reaction these three cars get at a car show is almost always the same--curiosity, quickly followed by disbelief. Some aren't convinced until they see the famous globe badge at the top of the grille shell; even then, there's doubt. These are Triumphs? Really? How can that be? Triumph, the same company



that brought us TRs 2 through 8, the Spitfire, the GT6 and the Stag? It just doesn't fit.

If prompted to guess, most people will mistake the knife-edge Renown sedan as either a Rolls-Royce or a Bentley, and the curious little Mayflower as, for want of better ideas, a miniature Rolls-Royce. And the curvaceous Roadster was once shown on the cover of an automotive magazine identified as... a Mercedes-Benz.

The Roadster, the Renown and the Mayflower may have earned their obscurity by being among the slowest, least-sporty Triumphs ever built. But they represent a vital chapter in the company's history, Triumph's redemption from bankruptcy and the destruction of its factories during World War II, and they were the very real predecessors of the successful sports car the company so desperately needed, the TR2. Historical significance aside, each one is awash in character, a distinctly British sort of individuality, grace and charm. For these reasons alone, they deserve our interest, and our respect.

Each of these three cars was the brainchild of the man who saved Triumph from oblivion: Sir John Black, the autocratic head of the Standard Motor Company. Standard, whose roots went back to 1903, was facing problems of its own when Black was brought on board in 1929; debts were mounting, creditors were pounding on the door, and production had slumped to fewer than three dozen cars a week. It was Black's job to turn Standard's fortunes around, and he did so by shaking things up, simplifying the product range and gathering scattered production operations into a single factory in Canley. He certainly ruffled feathers along the way, bolstering his reputation as a driven, uncompromising businessman who expected his employees to carry out his orders to the letter, and without question.

Black, dreaming of empire, had wanted to add a sporting marque to round out Standard's more workaday lineup. He had seen how well William Lyons was doing with his SS Jaguar cars, which used Standard engines and other mechanical components, and had made an offer to set up a joint operation in the late 1920s. But Lyons had no interest in such an arrangement, and sharply refused the offer. The

sting of rejection provided all the incentive Black would need to take on Lyons – and the availability of Triumph in the waning days of World War II would give him the opportunity to try.

Triumph had undergone ups and downs of its own. Founded by a German immigrant named Siegfried Bettman in the late 19th century as a bicycle concern, the company soon moved into the production of motorcycles, and added automobiles in 1923. Triumph became admired for its sporting models, cars like the six-cylinder Gloria that none other than Donald Healey drove to victory in the 1934 Monte Carlo Rally, and the overhead-valve Dolomite range of 1937. But by the outbreak of World War II, the company had gone into receivership, its output of cars having slowed to a trickle. (The motorcycle business had been spun off in 1936.)

Thos W Ward Ltd., an engineering and steelmaking company, stepped in to buy Triumph, but the sale was announced on the same day that Hitler's Panzer divisions invaded Poland. There would be no continuation of automobile production; instead, Ward, having sold off Triumph's tooling, put the factory to use manufacturing aircraft parts for the war effort. In November 1940, massive Luftwaffe bombing raids on Coventry turned one Triumph factory to rubble and badly damaged another, destroying the remaining automotive parts inventories.

There was not much left, aside from the name, some trademarks and the property itself, when Ward put Triumph up for sale in 1944. But for Black, the name alone was enough. He purchased the company for £75,000 (which he instantly recouped by selling off the remains of the factory), settled in as chairman and managing director, and set about planning for Triumph's postwar revival.

His thoughts were very much on Jaguar as he sketched out the company's first postwar products, a midrange sedan and a sporting roadster that would share most of their mechanical components. Black had sold Lyons the tooling used for the straight-six engines Standard had been supplying SS Cars for its 2.5-Liter and 3.5-Liter models (and instantly regretted the sale), but kept the tooling for the 1,776-cc OHV four that Standard had developed for the less expensive Jaguar 1.5-Liter models. Though hardly cutting edge, it was available, and so it was chosen to power the new Triumph twins.

The chassis was constructed of tubular steel, which, unlike sheet steel, was in good supply in postwar Britain. The front and back of the chassis were shared, meaning that the difference in wheelbase could be accommodated by changing the length of the center section. The independent front suspension employed a single transverse leaf spring, while the rear axle was suspended by two semi-elliptic springs.

Black asked his two senior draftsmen, Frank Callaby and Arthur Ballard, to design the roadster. Callaby sketched the overall shape, drawing inspiration from the long hood and separate fenders of the prewar Dolomite, and he and Ballard worked out the details – Callaby working from the B-pillar forward, and Ballard from the B-pillar back. Unlike his rival Lyons, Black did not get involved in the design, but he did insist that the car have a "dickey seat," or rumble seat--making it the last production car in the world to be so equipped.

The design of the saloon was more complicated. Black admired the "razor-edge" limousine styling that had graced Rolls-Royces, Bentleys and other exclusive British cars in the mid-1930s, and he approached coachbuilder Mulliners of Birmingham – not to be confused with H.J. Mulliner, later bought up by Rolls-Royce – to work up something along those lines. In the meantime, stylist Walter Belgrove, the only senior Standard-Triumph employee who had worked for Triumph before the war, came up with his own, more graceful proposal, which Black preferred to Mulliners'. But when Black suggested that the stylists collaborate on a design, Belgrove refused--it was his design, or nothing. Black didn't back down often, but he did now.

[Editor's note: There are differing accounts of this conflict, and David LaChance follows a commonly-held view also stated by Graham Robson in his authoritative book on the history of Triumph; but there

is also evidence that the design created by Les Moore, of Mulliners, was adopted with only minor amendments from Belgrove. Perhaps we should revisit this in a future edition!]

Steel was largely reserved for the fenders of the new cars. The bulk of the coachwork would be of more abundant sheet aluminum, a material Standard had learned to work with while pounding out panels for Royal Air Force bombers. In time-honored coachbuilding fashion, the body panels would be supported by ash frames.

The cars were unveiled in March 1946 as the 1800 Roadster and the 1800 Town and Country Saloon. Potential buyers were lukewarm on the cars' conservative, retrograde styling, but they were more critical of the lack of power. This Standard-Triumph eventually addressed when the all-new Standard Vanguard came on line, with its 2,088-cc, OHV four. (This rugged wet-liner engine would later be used in the Ferguson tractors Standard was building, leading to the modern-day myth that the cars are powered by tractor engines.) By early 1949, the Vanguard, Roadster and Saloon – later renamed the Renown – were all sharing the same engine, as well as the three-speed, all-synchro gearbox developed for the new Standard.

Standard-Triumph would build just 4,501 examples of the Roadster from 1946 through 1949, split nearly evenly between 1800s and 2000s. The Saloon/Renown was more successful, lasting on the market until 1954, with production totaling 15,491. Neither model was exported to the U.S., although a precious few have reached our shores, such as the examples shown on these pages.

[Editor's note: there were in fact extensive export arrangements around the world, including to the US, although numbers were never strong, and there was no left-hand drive version. Again, perhaps we should clarify this in another edition.]



The 1949 2000 Roadster, owned by Bob Mitchell of Stratham, New Hampshire, and the 1954 Renown, owned by Joseph "Pinch" Polenchar of Hudson, New Hampshire, are right-hand-drive examples that arrived here separately in the mid-1970s.

Bob's Roadster is one of 500 or so known to exist by the UK-based Triumph Roadster Club (www.triumphroadster.org.uk), and one of perhaps 25 to 30 accounted for in the US. He bought the car in August 2012 after learning that its owner of 40 years had decided it was time to sell. "Triumphs have not been part of my focus, and I really came into this car through happenstance," Bob says. "And I feel very fortunate that I did. It was not an addition that I was looking for; I was just in the right place at the right time."



For Bob, the car's appeal lay in its styling. "I went down and took a look at the car, and just bought it on sight. The overall look of the Thirties is the look I like. I like separate fenders and a separate bonnet, I like separate headlamp pods, and the fact that this has 9-inch headlamps instead of 7-inch sealed beams is a plus, as are the dual exposed horns."

The car had been restored during the 1980s, and given brown-and-black color scheme that, while not a factory combination, shows off the Rubenesque lines. (In fact, all three of the cars shown here wear two-tone color schemes in place of the factory's monochrome paint.) Bob reports that it's been trouble-free since he's owned it, aside from a broken clutch rod that needed welding.

Despite lines that are reminiscent of the sporting Triumphs of the Thirties, the Roadster is no sports car, as Bob readily admits. "From what I have read since the time I bought it, it really was not a particularly

highly regarded car, I don't think," he says. Vague steering and a column-mounted shift lever that requires a certain delicate touch don't encourage enthusiastic driving, although the four-wheel drum brakes are at least adequate.

The rear axle on this example was replaced at some point with one from a Sunbeam, and the numerically lower ratio has helped the Triumph's top end. "This car goes right down the road at 65 mph, and for a 1949 English car, that's saying something," he says with a laugh. "I was more impressed with it than I expected to be. It really drives very nicely. For what it is, it's a very, very satisfactory driver."

Pinch's purchase of the Renown was a tale of the unexpected, too--but in this instance, it was a case of fulfilling a promise he thought he'd never have to keep. Pinch's wife had suggested that they look for a four-seat car to complement their TR4, and, being a true-blue Triumph family, they looked through Mike Cook's book *Triumph Cars in America* for something suitable.

"In the beginning, they had a picture of a Renown. And I showed it to her and I said, 'Here, here's a four-door, seats-four Triumph. How would you like that?' - knowing full well it was never sold in the United States. She said, 'Oh, that's beautiful. Do you think one could find one?' I said, 'Well, I'll look.'"

What are the odds that a classified ad magazine would have an ad for just such a car, and in the neighboring area code? "I said, you've got to be kidding me," Pinch says, laughing. It was being offered for sale by a Cape Cod limousine company owner, and was in good cosmetic condition. "He told the story that every bride wanted that car, but he stranded way too many brides."

Shortly after its purchase in 2002, the Renown stranded Pinch in spectacular fashion, throwing a rod and punching a softball-sized hole in the block. He replaced the block with one from a TR3 he had on hand--they're identical castings--and swapped over the Renown-correct cylinder head and intake. He's rebuilt the entire brake system and repaired the gas tank, and has done some cosmetic work, replating the front bumper and door handles and sprucing up the interior woodwork.

The Renown has the same strong brakes and vague steering as the Roadster, naturally enough, though, as a late TDC model, it's built on the Vanguard's box-section frame, with its coil-spring front suspension. "It's a lot of car to push around. It wants to go 50 without the overdrive gearbox in it, and that's about it. And that's fine. And when you're in third gear and you're deciding whether to downshift, it has the power to keep chugging in third gear."

What about the handling? "She handles like an elephant on Quaaludes," he says with a laugh. "She is a very grand lady when she makes her appearance. I just can't throw her around like I do the TR."

Which brings us at last to the Mayflower, the oddest member of this unusual trio. Announced in 1949, this was Black's idea for a small car that could, at last, open up the North American market to Standard-Triumph, and give MG and Jaguar competition for the highly coveted American dollar.

In many ways, the Mayflower was an excellent design. The upright body provided lots of room for four adults within its short, 84-inch wheelbase. Its thin A- and B-pillars and abundance of glass offered outstanding visibility. Unit construction helped make the body light and stiff, and the 1,247-cc sidevalve four would return as much as 40 miles per gallon. By many measures, it outdid the similarly sized Volkswagen.

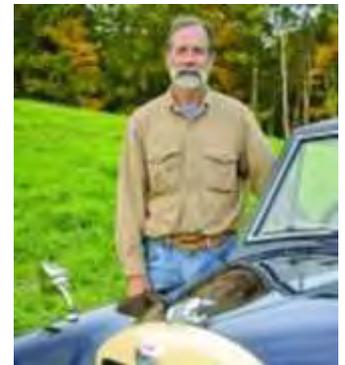


But details of the design showed what little grasp of the North American market Black had. The severe razor-edge styling that was credited to Leslie Moore, the chief body designer at Mulliners, was not well suited to the short wheelbase. The outdated engine, from the Standard Flying Ten of the 1930s, was not up to the type of driving Americans did, and was lashed to a three-speed manual for cost savings, when a four-speed would have made better use of what power it did have, as Black's engineers told him.

Though it had a name sure to tug at Americans' heartstrings and styling that could not have looked more British if it had incorporated a thatched roof and half-timbering, the car was a slow seller in the U.S., where it was priced at \$1,685, or nearly \$300 more than a two-door, six-cylinder Chevrolet coupe. Still, the Mayflower was a bigger success than its bigger siblings, largely because it did reasonably well against other quality small cars in its home market. Between 1950 and 1953, 34,990 examples were produced, about 10 percent of which came to the U.S. Many, like our featured car, were given the two-tone treatment by dealers here to punch up their appeal.



John Bowe, of Bradford, Massachusetts, found his 1952 Mayflower at a salvage auction in 2002. The left side of the car had been heavily damaged, and John resorted to creating a new front fender of fiberglass, because good body panels for the car are virtually unobtainable, even from the Triumph Mayflower Club (www.triumphmayflowerclub.com). Fortunately, John was able to get a new left front door from the previous owner. "Without the door, I don't know if the car would still be on the road," he says. It's one of 20 to 25 running Mayflowers in the U.S., according to the Yahoo Mayflower group



(https://groups.yahoo.com/neo/groups/triumph_mayflower/info).

The original sidevalve four no longer resides in the engine bay, but the 1,493-cc OHV four from a 1977 Triumph Spitfire that took its place pretty much looks the part, especially with the period-looking air cleaner John fabricated. The previous owner had temporarily installed the Spitfire engine while the original engine was being built, but John liked it well enough to keep it--though the sidevalve could be reinstalled with no cutting or welding required.

"I never drove it in its original specification, but [the previous owner] told me it was just absolutely turtle slow," John says. "Around town, you were just stuck in second gear. If you put it in third gear it wouldn't pull any sort of hill. It was just really down on power."

"How fast does it go – that's the biggest question I get. I've had it at about 60, and it's a little scary at that point, because you've got little brakes. It does go nice and straight and so forth, but you're talking a narrow car, short wheelbase, probably a little top-heavy. I don't go above 40-45 now, that's where I'm comfortable." Though the handling is adequate, he adds, "It's not something you'd take out and autocross."

By 1955, the clock had run out on this new generation of Triumphs, and on Black's tenure at Standard-Triumph as well – injured in 1953 while giving a demonstration of a Swallow Doretti, he never fully recovered, and submitted his resignation in January 1954. But his desire to build a competitive sports car had finally been realized, just 10 months earlier, with the launch of the TR2, a car that borrowed its front suspension from the Mayflower, and its torquey four from the Vanguard, Roadster and Renown.

In such ways did these cars do their part for posterity.

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. Email

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.

FOR SALE: TD 1800, 'Marmaduke' – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Globe' newsletters. The car has been in regular use, and has been re-upholstered, re-chromed, and properly maintained; complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01565 634 516.

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: TDB 2093 DL, MAR 521, first registered 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.



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 – set of four wheels for TDB/TDC, reasonable condition, no tyres or tubes, £40 the set; contact Roger Hattson on 01202 922 140. Current location Bournemouth.

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:

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, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

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

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 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. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email

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: I have many parts which were removed from an 1800 by the previous owner some years ago and prepared for refitting, so are in good condition, including: complete set of doors cleaned down and repainted in black, complete with window winders and glass, except one of the rear windows is broken. The chrome surrounds are very good.

1800 Engine, TD 3917E, clean and tidy and turns freely	shock absorbers
Bonnet and rear boot lid cleaned down and in primer	starter motor
Two new half moon inner wooden supports	Wooden dash
Front chrome cowl and radiator	Inner wings repainted in black
Fuel tank	Plus many other parts, and a host of brackets which I do not know what they fit – would be prepared to do a package deal if they will all help someone.

Contact me on 01522 702611, Paul Graylen.

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.

THINGS YOU STUMBLE ACROSS

In the February edition we had some good photographs from Ray Gomm, who found a derelict garage full of fascinating old vehicles including a TR3 rusting quietly away. This month, also from Devon, we have discovered a garage still in active service, and containing some tremendous gems. We had stopped for fuel, and a stretch of the legs, and my observant daughter asked what was that nice-looking car at the far end of the forecourt? And there was an unusual shape visible inside the workshop, too.



The nice-looking car was a Lanchester 10 or 11, from about 1949, in fine condition and still in regular use, we were told. This provides a link with our picture of Stow-on-the-Wold from Christmas, where Tom Robinson picked out the Lanchester for special consideration.

With the owner's generous permission, we delved deeper into the workshop and took some photographs, and what gems we found. The unusual shape inside the

workshop was an Armstrong Siddeley Sapphire, in a rather shocking bright turquoise colour; and there was also a Sapphire in the Stow picture. How these things dovetail in!

In front of it, with bonnet and front wing removed, and the engine out, was an Aston Martin DB4.



On most cars, the registration plate it

bore – JY 5000 – would have been worth more than the car; but not on this one! The engine, standing on the floor at the other side of the workshop, was the DB4's 3.7 litre straight six by Tadek Marek, which produces 240 bhp. Tadeusz Marek was a Polish engineer who was also a successful rally driver, winning the Monte Carlo Rally in 1937, '38 and '39 in three different cars – Fiat, Lancia and Opel. He came to Britain in 1940 to join the Polish army, and worked on the Meteor engine for Centurion tanks; and then in 1949 went to Austin, and in 1954 to Aston Martin. He was responsible for the alloy

straight six we saw in the Devon garage, as used in the DB4 to DB6 and DBS; and also for the V8 which first appeared in some DB5s and was still in use in Aston Martins up to 2000. Tadek Marek retired in 1968 and with his wife moved to Italy where he died in 1982.





The engine itself, standing on the floor at the far side of the workshop, is a monster. It's difficult to imagine that great lump of power-plant actually fits into the elegant and compact curves of the DB4.

Classic Cars for Sale website has a couple of superb video clips of an Aston Martin DB4 Lightweight being pushed hard around Oulton Park in the company of other classic GT cars. It's worth looking out, if you have internet access and a few minutes to spare:

<http://www.classiccarsforsale.co.uk> .

On a ramp in the next workshop was an early Land Rover short wheelbase; and through a door at the back we spotted – a model A Ford, the woodie pick-up. Astonishing! Returning towards our own vehicle, we also passed a 1960s Renault Caravelle. A remarkable little



treasure-trove, and an insight into the pockets of highly-skilled restoration and maintenance going on around the country.

Photos by Emily Stone



FERGUSON TRACTORS: Did you see Countryfile on Sunday 10th May? Their Matt Baker gave us a neat appraisal of Sir Harry Ferguson's contribution to farming in Britain, through the ubiquitous "little grey tractor", the Ferguson TE-20, which was powered by the same engine as our cars. The Banner Lane factory was building 300 tractors a day at peak, with the engines supplied under an agreement with Sir John Black.



The Banner Lane works: the largest tractor factory in the Western world, scene of a long association between Ferguson, Standard and Triumph.

The tractor itself was a genuine innovation: compact, affordable by the small farmer, versatile, and very reliable. It was not, however, those features which had the greatest impact in changing the face of farming, but the simple introduction of the three-point linkage, by which implements were attached to the tractor.

Until that point, the tractor had simply been a replacement for the horse, towing carts and implements behind. On the TE-20, a pair of short hydraulic arms projected from behind the driver's seat, which could raise or lower two linkage-bars; and close behind the back axle was the third point, the tow-bar. By raising the top two bars, the implement behind the tractor – which could be a plough, harrow, seed-drill or a huge range of other tools available under the "Ferguson System" – could be bodily lifted from the ground, enabling the tractor with its equipment to turn more tightly than any horse-plough or towing tractor could be manoeuvred.



Fitted with a circular saw – and no safety guards!

The Ferguson three-point linkage saved England's hedgerows, at least until today's giant tractors and agro-industry arrived; for there was no need to grub out hedges and create huge open fields when the little grey Fergie could work even the smallest patches, and make full use of all the field, not needing a wide open headland for turning.



‘Harrowing the Square,’ a demonstration Ferguson used to show how the tractor could operate in any space. The harrow is lifted clear of the ground by the three-point linkage, and the tractor can pivot on the inside wheel.

The three-point linkage was originally developed in collaboration with Ford, using the Model T as its base; but when Henry Ford II succeeded his father, the association (based only on a handshake between Ferguson and Ford *pere*) broke up, leading to an acrimonious law-suit. Ferguson claimed \$240 million, but was awarded \$9m – still a huge sum of money in 1947. He looked for a new partner, and found



The All-Wales Ploughing Championship, Morfa Mawr, 2012

Standard Motors and Sir John Black. The engine was adapted to run as a diesel (because petrol was still rationed), and the new TE-20 became an instant success. Over half a million were sold, and tractor production continued at Banner Lane in the form of Massey-Ferguson until 2003. There is an active Ferguson Club, and large numbers survive, with many “barn finds” – literally! – waiting to be discovered.

Harry Ferguson was a natural publicist, and once drove one of these tractors into the banqueting room of Claridge’s – with Sir John Black perched on the back.

If you wish to view the TV programme, it is available on BBC iPlayer until June 16th. Search for the programme ‘Countryfile’, and then select the May 10th edition.



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WHAT'S ON IN 2015: RECENT AND FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

If you know of a good event in your area, please recommend it. Emails to the Editor.

If you were out on Drive-It Day – please send us some pictures!

(Or any other day, of course – it's always good to share Razoredges out and about.)

6th-7th June

Brighthouse 1940s Weekend will see the whole town centre transformed; you can sit in a Spitfire, ride on a vintage bus, meet Churchill and King George VI, sing along with George Formby – it's turned out nice again?

6th-7th June

Crich Tramway Museum, Derbyshire invites classic cars to come along and set yourselves in context.

13th – 14th June

Wrotham Hill Steam Fair and Classic Car Rally, on the A20, North Kent. Well-established gathering with plenty to see.

Father's Day weekend! As if you need an excuse...

20th – 21st June

Wartime in the Vale of Worcester – the Military Vehicle Trust re-creates the engines of war.

20th – 21st June

Clwyd Veteran and Vintage Machinery Show – 200 cars, but also other machines providing an insight into bygone times; at Oswestry Showground

Saturday 20th June

Tingewick Classic Car and Beer Festival, Bucks – a smaller gathering, but with plenty going on including hog roast and a Pimms Tent.

Saturday 20th June

Stokesley, Teeside: classic cars and other items of interest at the Stokesley Agricultural Showground, which has seen a number of changes in its 150-year history.

Saturday 20th June

Swansea Festival of Transport and 'Under Milk Wood' Road Run which departs at 10:15 from Mumbles, going to Carmarthen Town Centre.

Sunday 21st June

Beaulieu Custom and Hot Rod Festival, Hampshire – not usually 'our sort of thing' but we do know of one Razoredge (whisper it quietly) which has been hot-rodged; and some members also have an interest in classic American metal. 500-700 cars expected.

Sunday 21st June

Trentham Gardens, Stoke – a large gathering of any kind of Classic, in newly-restored gardens and parkland; well worth a day's outing. Over 1,200 cars expected; 55 club stands; now in its 26th year.

Sunday 21st June

Woburn Fathers' Classic Day Out, set in the 3,000-acre Deer Park; trade stands, activities, family entertainment. For Classics and performance cars.

Sunday 21st June

Ludham Gardens and Classic Car Show, Norfolk Broads – with free boat trips between the different gardens and the car show, across the Broads. An unusual idea, well worth exploring? If you go, let us know how it works. Hog roast and lunches at a choice of waterside pubs.

Sunday 21st June

Bentley Wildfowl and Motor Museum – Southern Classics Summer Show – at Ringmer near Lewes, W Sussex. A new venue for this well-established meeting, at a wildfowl reserve – 130 species to spot including

the Wandering Whistling Duck (yes, really) – and car museum. The museum cars are mostly privately-owned cars on loan, and are changed regularly. There is also a miniature railway. If you can stay late, the Lord Chamberlain's Men will perform Twelfth Night starting at 5pm, on this date. Dame Tiri Te Kanawa describes it as her perfect Sunday day out.

Other classic car event locations on 21st June:

Berkeley Castle, Gloucester; North Yorkshire County Show; Malvern Land Rover Show, Three Counties Showground; Fife Historic Vehicle Show at Lathalmond nr Dunfermline; Austin Seven club at Bewl Water, nr Lamberhurst, Kent; Cars on the Prom at Christchurch, Dorset; Bourne, East Midlands; Santa Pod, East Midlands; the Crooked Spire run, Derbyshire; Harewood House, Yorkshire; Blackpool; Grantham; Knebworth, Hertfordshire; Grasmere in the Lakes; Jags and classics at Bicton, Devon; Midsummer Vintage and Classic Run, starting Walton town, Norfolk, possibly finishing at Holkham Hall; Stroud in the Cotswolds; Deers Hut Pub in Liphook, Hampshire; but you might want to avoid the meeting at Senlac, scene of the Battle of Hastings, where they have Morris Dancing and a falconry exhibition. Bird-of-prey poop is very strong, disastrous for paintwork. **Plus many many other sites!**

25th – 28th June

Goodwood Festival of Speed modestly describes itself as “the world’s biggest celebration of the motor car.” Goodwood House is near Chichester.

27th – 28th June

Kelsall Steam and Vintage Rally, Ashton, Cheshire.

27th – 28th June

Moffat Car Rally, Moffat Hills, Scotland

Thursday 2nd July

Ducklington Lane, Witney, Oxfordshire, from 6pm to dusk – a drop-in event, no booking. Bring your car, share, chat.

3rd – 5th July

Silverstone: the British Grand Prix 2015

4th – 5th July

Lichfield Cars in the Park, Staffordshire: a Rotary charity event for any classics, close to the city centre.

Sunday 5th July

Please drive Caerphilly: Caerphilly Motoring Festival for several varieties of Classics including a special ‘Blue light’ area for the emergency services.

Sunday 12th July



The TROC Club Rally – see page 8 – this is the big one! It is the Club’s 40th anniversary, and will revisit Kimbolton Country Fair and Classic Car Rally. ***NOTE: booking your ticket with Chris Hewitt is essential!*** Non-Razoredge and unbooked cars will be charged as tourists! Saturday evening meal at the Stratton House Hotel, Biggleswade.

Sunday 19th July

Naunton Classic and Vintage Transport Show and Village Fete, Gloucestershire, noon until 4pm. A village fete raising funds for a new village hall; £5 entry which includes a tea or coffee and a bacon sandwich. Contact

18th – 19th July

Vintage Sports Car Club at Oulton Park, Cheshire

18th – 19th July

Black Country Museum 1940s Weekend – well-established event looking back to Our Finest Hour.

18th – 19th July

Are you into boats? The Thames Traditional Boat Rally at Henley might be the thing for you. Traditional boat enthusiasts share their dreams; including some of the Dunkirk Little Ships in their anniversary year. Many classic cars turn up too. Fawley Meadows, Henley-on-Thames.

24th – 26th July

The Silverstone Classic – one of the largest gatherings of classics in the country; 4,000 cars expected.

24th – 26th July

Steam Rallies with classic cars too at: Boconnoc Steam Fair, Cornwall; at the Cumbria Steam Gathering, Flookborough; and the Cambridgeshire Steam Rally at Stow-cum-Quay. Three of the daftest town names in the country! Find rhymes for those and make a poem, I dare you.

3rd – 5th September

St James' Concours d'Elegance taking place this year at Holyrood Palace, Edinburgh. Sixty of the most perfect cars anywhere.



Vintage by the Sea, 5th and 6th September 2015: a regular nostalgia event held in the genteel surroundings of **Morecambe**, ideally suited for this sort of thing because very little has changed.

There is an authentic 1920s Art Deco hotel on the seafront, well worth a visit for afternoon tea; and with the range of stalls and retro services and entertainments they have lined up, plenty to do.

Just driving along the seafront in a Razoredge would be an experience to remember. It's that thing about having a sense of style, and enjoying the ambience of the moment; something that the modern age, with its instant access and instant forgetability, is in danger of losing.

10th – 13th September 2015

Ten Countries Rally 2015 by Club Triumph 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 (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!

GLOBE AND THE ROADSTER MAGAZINE: COVER COINCIDENCES

On the front cover of the last edition of the Roadster magazine, they showed a Roadster photographed at Goodwood – a car not previously known to their club – and speculated about whose it might be. In the current edition they are delighted to identify the car, and welcome the owner as a new member of their club. Well, our front cover photo for February showed an unidentified Renown spotted on television, in the background of Channel 4's "Car SOS".



After this appeared, we heard from TROC member Colin Rice, who owned up to being the responsible adult charged with the care of the hitherto anonymous white shape at the back of the garage. It is, we can reveal, TDC 2222 DL, registered as

TTD 349 and known to her family and close friends as Pennie. Colin confided that the garage concerned is in Walsall, just north of Birmingham, and Pennie has been there for some time, having also appeared in the background during series 1 and 2 of this show – and likely still to be there for series 4, if they make one. Colin writes:

“Hello, I thought you might like some more details on Pennie, star of Car SOS. She is a 1953 TDC, and I bought her about four and a half years ago from a gent called Billy in Lancashire. When I went to look at her she started, proceeded a bit, and stopped. The engine had a rumble, but a rebuild was planned, and the bodywork and chassis looked ok (famous last words). A deal was struck and Pennie was trailed home to Mold, North Wales.

Upon starting to strip Pennie, Billy had ‘the Bodger’ added to his name. He'd had Pennie for about a year, bought from a gent who'd had her for 19 years, started restoring and stopped. Billy had (ahem) re-assembled her, given her a quick respray in white for a wedding, and then lost his storage, which is where yours truly stepped in.

The engine was stripped, by my very good friend Graham, who is a mechanic, or so he tells me (must be true, as he knows how to wield a large hammer with results). The crankshaft was scored, the big ends wiped, piston rings came out in pieces etc, etc. The fact the oil was at least 20+ years old and oil filter wasn't, may explain a lot. Maintenance had not been Billy's strong point.

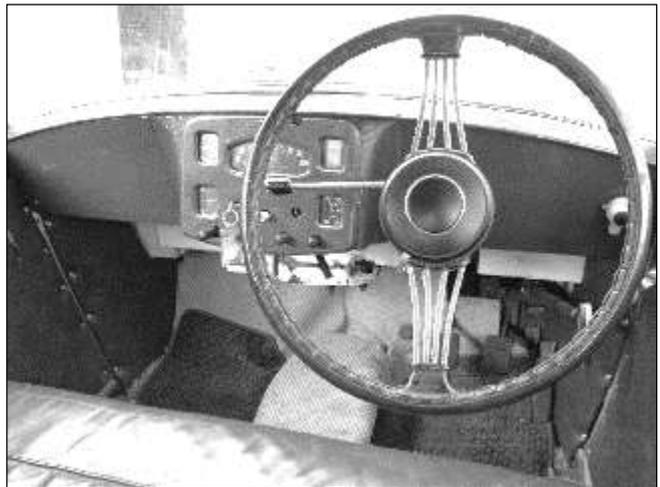
The engine had, however, been sprayed a very fetching shade of bright pink, to detect oil leaks, Billy said. Very effective, but it doesn't show up worn big ends unfortunately. The sills were, well, rotten, one rear wing was glued on, nice job done. Suicide not being an option we carried on: front wings removed, engine and gearbox removed, suspension etc removed. A large quantity of parts was ordered from the club, and my thanks go especially to Irving for his help, advice and patience in dealing with an idiot; thanks to all other parts members for their help.

On picking the parts up at the Club Rally, I was informed that mine was the largest cheque ever written to the Club, a record I think I still hold. My innocent off the cuff remark to the treasurer that a postcard from the Bahamas would be nice, fell, I fear, on stony ground.

It soon became obvious that Pennie's restoration was going to take longer than we thought, and as I was going to lose my storage, Mike Harris at Westgate took on the job. When asked what I wanted, I said ‘Bring it back in a year with an MoT.’ Mike said it might take a bit longer, and he wasn't joking! So off she went for a comprehensive rebuild. I did ask him, earlier this year, if she might be ready for the club's 40th anniversary. He said I could ask. The saga continues, hopefully ready this year..... or maybe next. Regards, Colin Rice.”

Colin has sent us a comprehensive photographic record of the dismantling of the car, which might be of interest to any members thinking of undertaking a similar task themselves – but do remember our **IMPORTANT WARNING:** 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.

However, here's a sample, illustrating some of the points from his description.



REVIVING OLD DREAM S

Russ Gittings has appealed before in the Globe for any news we might have had about his old Razoredge, and we were unable to assist. He now gives us further information.

“I recently found out on-line that my old Triumph Renown registration is now on a Mercedes C220 cdi. So is any one out there who knows what’s happened to the car? Has it been scrapped? Or is it lying in state in someone’s yard or garage? If any one knows, I’d love for them to contact me on the numbers below, or e-mail me.

I bought the car in 1973 for £20.00, rebuilt the engine (water in the oil), and then it was my every day transport for the next 14 years. I took it off the road in 1987 as it was getting quite bad on the body where the rear wings fasten up, and in the boot well which I had repaired once when I first bought it.

I didn’t know any one with a MIG welder back then and couldn’t afford to pay any one to repair it. MIGs weren’t as cheap and plentiful as they are now. I kept it in a lock-up garage a short distance from the house, going and starting it up now and then, but it got longer in between visits. Then a valve stuck down, which I freed off, but I knew the body was slowly deteriorating.

A man called Pete Davis came to look at a Mayflower that I wanted to sell, but saw and wanted the Renown. I didn’t want to sell that, but after a few visits I reluctantly sold it to him. I remember thinking: ‘Oh my God, what have I done,’ as the transporter with the Renown drove off; and that’s the last I saw of her. I did however keep the workshop manual, car instruction book, spare part catalogue, service bulletins book and sales brochure, because I thought I might have another one some time.

Fast forward to 2013. On re-joining TROC and looking in the ‘For Sales’ I saw a black 1952 black-headlamps Renown with a Doncaster registration, and as I come from near there I wondered if this could be the car for me. However, I had a 1952 Austin A40 sports car which was half way through restoration, but I kept thinking: I’ve got to have the Renown. So in February of this year I sold the Austin, and had the Renown in its place.

This was TROC member Bill Fisher’s Renown. Bill and his lovely family had spent a lot of time and money on this car but Bill sadly never lived to see it put back on the road, bless him. It was last on the road in 1985, but I am determined to have it roadworthy and back on the road in Bill’s memory, later on this year, as a running restoration – so watch this space. I’m really looking forwards to having a Renown on the road again.”

Russ Gittings

Phone 10623461836 home or 07950918922 mobile; e-mail

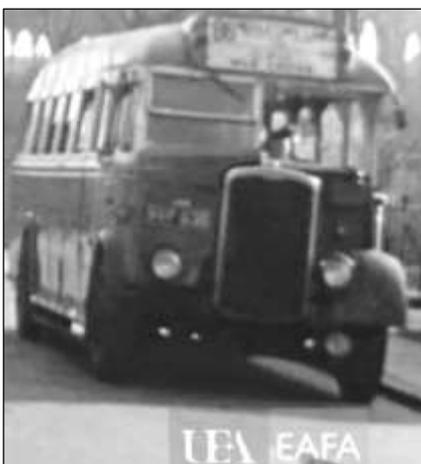


Russ’s original Razoredge



1940s RETURN TO CRICH TRAMWAY MUSEUM

Member Graham Sinagola bought his car mainly because of its 1940s associations. He and his wife enjoy taking part in these popular nostalgia-themed events, and a recent gathering at Crich gave them ample opportunity to dig out the Fedora, straighten the seams on the stockings, and return to the days when we were make-do-and-mending, digging for victory, and grumbling that the rations never went far enough. On the back cover the Razoredge is parked by the magnificent wrought-iron gates next to one of the tram sheds, and below it's seen in the company of the Metropolitan District tram returning to Finchley depot. Other venerable cars can be seen in the middle distance.



Whilst we're reminiscing about bygone times, Malcolm Banyer has helped us out with identification of the bus shown in our extracts of driving around Norwich in 1950. It is, he assures us, a Bristol JO5G, the body built by the Eastern Coachworks factory at Lowestoft – so, very local to the Norwich service. He draws our attention to the Bible destination board, which flipped over when a handle was wound just under the display. Although they carried only 30 or so passengers, there would have been a conductor as well as a driver; the battle to change over to single-manning was still a decade or more away.