

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 editor@trocltd.com.

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 parts or cars to your requirements.

We have been contacted by Henry Shaw, in France:

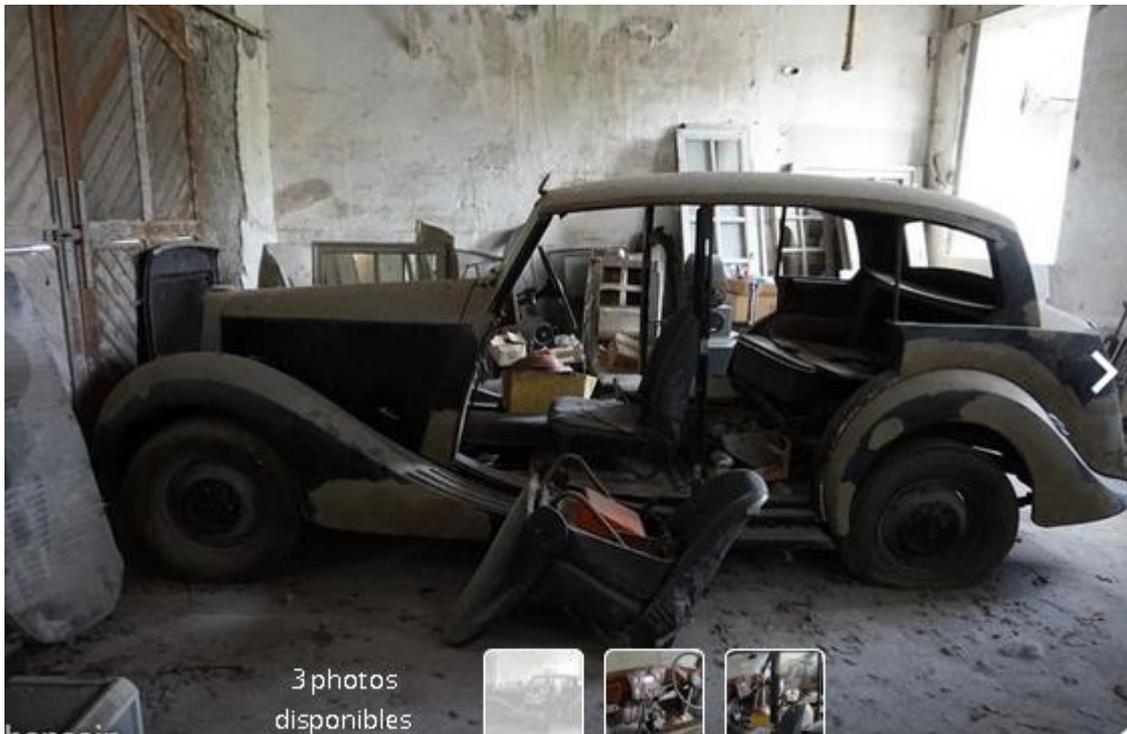
Hello,

I visited a dowdy, dismantled, dusty Renown rusting in SW France, yesterday. It is for sale and the executor will take any reasonable offer from someone with a trailer to take it away. I reckon 250euros might do the trick.

If there is any interest, please mail me.

Henry Shaw

The car is being sold by Gérard Faugeras, and the advertisement for the car is at https://www.leboncoin.fr/voitures/1441080722.htm/?ca=12_s



Details of the car, with Henry's comments:

“On the nearside bulkhead the numbers are: 665299 on a screwed on strip and 14736 on a riveted strip. (Tom Robinson says: body number 665299 is 161 cars before his own, so this car is probably approximately TDC 2415, a 1953 production.)

On the LHS of the engine a brass tag says: “Factory Rebuilt” engine n°VA2490PP, bores STD, main journals 010, journals 020, date 15 8 58, Standard-Coventry. Some years back the owner appears to have made some not very convincing repairs/replacements to the wood framing and added/replaced some metal here and there, again not very convincingly and that has surface rust, now. One rusty gutter is in a nice curve the other has a kink near the B pillar, both are not tightly fixed.

The body is straight and was being prepped for smoothing off for a repaint, so is a patchwork of sanded filler, old paint and surface rust. The glass is nearby. The doors, off the car, are straight and have their glass in, but the cards are rotten at the lower carpeted edge, the wood seems untouched and good.

The dash is fine. The seats are there and mouldy as well as dusty: unable to tell whether some of it is leather, some parts definitely are not. Webbing straps underneath say 'Vinylide'. Brown or beige seats, black body, some beige carpet, beige door cards.

One tyre flat, all tyres dead, most wheel-nuts present. The wheels could be cleaned up, no spare seen.

3speed gearbox; rusty rear axle and springs. The chassis to rear of spring hangers looks much rustier than forward part with only surface rust.

Front suspension looks ok but dirty; the steering box has a full half a turn of play!

Wheel bearings and brakes are not solid, so the car can be rolled. The engine cannot be turned by hand, and the radiator is missing. The petrol tank is out and seems rather good; maybe a replacement as the chassis is so much rustier in that area. The alloy of bonnet, doors and boot lid is all good. The handles, bumpers and so on will need re-chroming but are serviceable but dismantled, so some bits might be lost. No jack or tools seen.

Radiator surround is loose and ok, cap is there and a torch emblem is loose in a box, but flames broken and repaired with a piece of wood. The trim around the bumpers has perforating rust. Headlamps not seen.

There are three or four bucket seats in and around the car, which can no doubt be shipped out with it: they might be TR: fluted vertically with backs tapering to top."



We are grateful to Henry for taking the trouble to alert us to this car, a long way from home, at a roadside garage near Limoges in France. It is the only Razoredge in France, to the best of our knowledge; perhaps the French have enough decaying Citroens not to need to take much notice of British offerings.

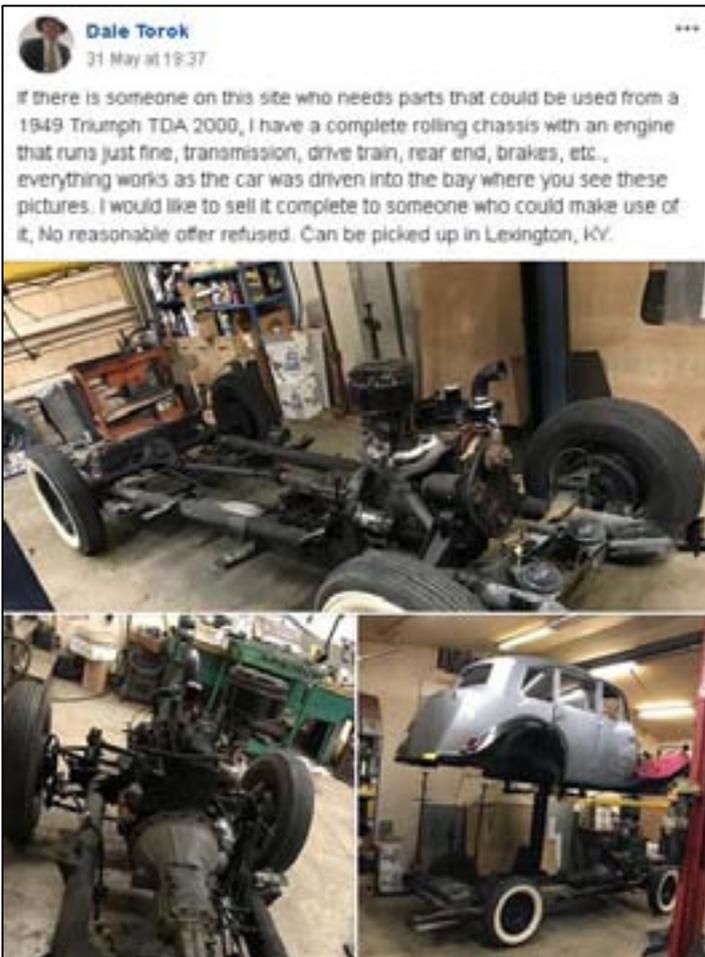
It is a sad probability, however, that this car will fail to find a new owner to return it to life.



Stuart Walker has two cars for sale in Aberdeen: a dark maroon TDB and a part-dismantled car.

Of this one, we are told: “A panel-beater worked on this car for 2 years, then got ill. The body is sound, the repainted wings are excellent, as is the bonnet. Doors are perfect and so was the boot, until it got bumped, pushing it back into the shed, where it has been, for the last 5 years. There are no documents with it, which doesn’t matter if used for parts. The chassis is good.”

Stuart can be reached through the Triumph Restoration Group page on Facebook; or if you do not have access to that, contact the Editor.



In Kentucky, USA, Dale Torok has a TDA from which he’s intending to create a hot-rod. He is using the bodywork and some of the interior, and is offering the chassis, engine (but that’s not a Standard 2088cc!) and running gear.

Again, Dale can be contacted on the Facebook page, or via the Editor.

Many would decry the ripping-apart of what appears to be quite a reasonable Razoredge; but given the number of project-cars, complete wrecks, and moderate to good cars on the market at the moment – there does not seem to be any great chance that all these cars will find enthusiastic buyers. So are Dale Torok and Joseph Ofria really doing our cars a favour, by helping keep them in the public eye, and in some sort of use, rather than rotting in a lock-up garage or being sold off for scrap?

NEW REDISCOVERY: UPC 691, TDC 1960

<https://www.carandclassic.co.uk/car/C979886>



We saw this car advertised on the internet in CarAndClassic.com, and enquired for information from the seller.

“Hi Roger,
Sorry for the late reply. We bought the car 10 years ago from a gentleman in England who was a member of the Triumph Razor Edge Owners' Club Ltd - his membership number was 868. The commission number is TD1960 DL. The documentation from its original log book shows

the colour to be Jade/Red. The mileage is recorded on its English MOT Certificates. We did not restore it - it came in that condition. Let me know if you need any more information. Thanks, Breidge Henderson.”

Member 868 was the late Geoffrey Shenton, of Mow Cop, near Stoke on Trent; the registration number and TDC number confirm. He joined TROC in April 1999, and the car was sold to Ireland in about 2008. Our member Alan Bromley knew him and has driven the car; it has had a replacement engine and new steering box in the time when he knew it. The alleged mileage (only 6,512 miles) probably dates from the rebuild of the engine. There is also some confusion about the colour – that’s definitely not Jade! However, if the car is as good as it looks here, the asking price of £11,500 might arouse some interest.

NEW FIND: Peter Smith is selling a 1952 Renown TDC 418, registration MXM 977 (London County Council, July 1952) which is currently garaged in Southend-on-Sea, Essex. This car is remarkable in that it had one owner from new, a gentleman named Adrian Reynolds, who sadly passed away a month or so ago. Peter is arranging the sale of the car for his widow. *The car has been laid up in store for 43 years*, and is believed to be complete and dry. There is also a spare gearbox. (Peter is also selling a 1962 Ford Fairlane with 15,000 miles on the clock, laid up at the same time.) Peter can be reached on 01268 776 258. They are provisionally asking for £1,250.



FOR SALE: KEW 435 TDB 5789 DL, 1951. “The car looks remarkably solid. I've been told it was running a couple of years ago. Obviously it's a restoration project but being a one-owner car since the 60s it's got to be worth doing. I've been told it's all complete minus a headlight and side light that seems to have gone missing. The car is in Orpington Kent, off junction 4 of the M25. Asking £2,600. If you have any questions, call me on 07960 250 336, Mark.”

ANOTHER NEW FIND: Simon Smith has a complete car, PPB 934, TDB 3607 DL (1951) and a shed-load of rather rusty parts and various manuals and booklets – probably everything Renown-related ever printed.



This comes from the disposal of a relative's estate, and this was a person who never threw *anything* away – so a lot of it is past rescue or worthless, but there may well be hidden treasure; and the car itself is definitely to be rescued as a project. Simon would like to clear the whole collection in one lot. The collection is stored near Tonbridge, Kent; to arrange a viewing contact Simon. The items are now advertised on Gumdrop.

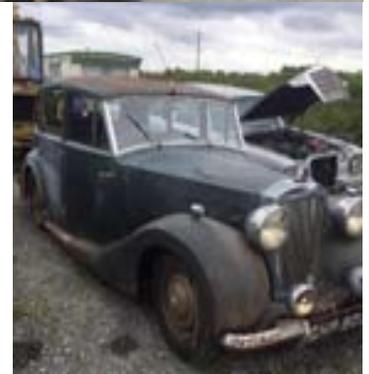
A set of pictures of the parts and the car:

https://1drv.ms/f/s!Ang8X_RmYTFqa5IHRJEg6G_2sP8. Simon is thinking in terms of £2,000 for the collection.

RESCUED FROM THE SCRAPYARD: John Watkins, a motor trader, has TDA 270 DL, registration HCE 470, an early 1949 2000 Saloon, which has been in storage since the 1990s. The car is complete, but the weather has been less kind to it on one side. The TDA is the rarest of our four models – apart from the Limousines of course. The car was sold to a scrap man from Moccas near Hay on Wye; thence to motor trader John Watkins (with an MG, already resold) in Hereford area. This must be the one the Club was offered a year or more ago – we could not move fast enough. 01432 277 642. The interior is a mess but restorable.



FOR SALE – the fifth-oldest known Razoredge, TD 919 DL, registration GHP 909, first registered June 1947. This car is described as complete, original and untouched, and has been stored dry for thirty or forty years. Believed to have had only one owner; full documentation believed to be available. See the article on page 62 of the August 2017 edition of the Globe; more photographs have been supplied and are available from the Editor on request. Offers in the region of £6,000 are invited. Contact Seamus Nugent, in Newry, Co Down, Northern Ireland: phone 0035 3876 879 053 or 02830 868 493.



Also FOR SALE in Ireland, Mike O'Connor of Tralee is selling **TDB 4598 DL**, seen on the left, which is a maroon car, looking solid and complete, asking £3,250. This can be seen on the Facebook Renown Restoration Group page.

FOR SALE: Triumph Renown TDB 1134DL, registration: FSV 398. Manufactured in 1950, this silver classic car has been maintained in good running order since I acquired it in 2003 from a Vicar in Yalding, Kent who used it amongst other things for his daughter's wedding. Although not required it has an MOT certificate until **May 2019**. Whilst in my possession all repairs have been carried out by a professional classic car garage using replacement parts from TROC stores. Bills available. I completely re-upholstered the interior shortly after I purchased it. Original service instruction manual. We



have used it for our son's wedding and it has been to rallies and fetes over the years. Reluctant sale. Spares available at no extra cost: grille, incomplete engine block, car cover and a pair of wing guards with razor edge running board. **Offers around £6,000.** Please Contact Michael Kelly phone 01332 771580. Derby area.

FOR SALE: an extensive range of spares for sale, including: original manuals. Set of doors. Grille. Radiator. Wheels. Tyres and rims. Rear number plate box, incomplete. Heater. Door handles. Steering wheel. Headlamps and side lights. **Front interior arm-rests.** Bonnet. All in various states, and other bits and pieces. Contact: Colin Baxter, phone number 07860 605079. Cheshire area.

WANTED: Tool Set – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

WANTED, for my TDB breakdown truck - the ironwork which attaches a tow-hitch to the chassis; trade plates (not to be used on the road); a warning triangle, using reflectors.
01733 577301.

FOR SALE: TDB 1671 DL, engine 1677E, reg. ERD 681. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Open to enquiries and offers. Please contact John Sibley on 01491 628 544.

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. Also a locking petrol cap please. 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 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: for TDB/C models only, centre instrument panel. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833

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.

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 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.

SPARES SERVICE: please see the notice on the inside front cover of this Globe.

IMPORTANT NOTE: Please be very cautious when working on or fitting any item to 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 the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts given in the GLOBE are only the experiences of a member, and are no substitute for a workshop manual; we are sharing ideas and experiences, not offering guidance on what might or might not need doing on your car.
