



THE GLOBE

VOL 41

NO 1

APRIL 2015



So – what do you think, then?

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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EDITORIAL

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.

Within our pages in this edition you'll find:

- Notes from the Club AGM, including the setting of revised club membership fees for this year
- The Club accounts statements
- **Membership Renewal – due MAY 1st – NEW RATES – you may need to change your Standing Order**, if you pay by that method.
- Further explorations of what it was like to drive a new Razoredge in 1950; we have now received copyright permission to use images taken from the traffic research film in Norwich, mentioned in the last Globe, so I thought we could share some with you. Inside back cover.
- Reminiscences of life with family Razoredges from the early 1960s
- **Planning for the summer Rally: details of what's happening and HOW TO BOOK YOUR PLACE, on page 8.**
- Hoping for an Election Triumph? See page 17.

All this plus our usual forthcoming events and for sale/wanted listings, PLUS a special feature for TDB and TDC owners: a centre-page pull-out which reproduces the Motor Trader supplement of February 1952. This has been reproduced in the Globe before, but we have now the advantage of a good clean copy of the original, and modern image-enhancement has enabled us to clean up the scan of the pages. The copy of the supplement was kindly supplied by Mr Colin Wells of Leicester, and 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 outer sheet of the booklet; next month we shall supply the inner sheet which will complete the supplement. 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 make use of the enclosed membership renewal leaflet, without undue delay. Note the new rates stated, and if you pay by Standing Order and your membership rate has changed, adjust your instruction to the bank accordingly. Many thanks!

Editor

Our cover pictures for this issue:

Front – Possibly a remarkable opportunity: a low-mileage Renown comes on the market. Picture courtesy of John Washington, who advertises this car for sale within these pages.

Rear – We remember those days – the tartan picnic rug, the almost-perfect weather, and the sheer enjoyment of driving a classy car to the seaside. See page 12; the picture is courtesy of John Thorpe, the young man in the picture.

NOTES FROM THE AGM

The **full official Minutes of the AGM are available**, and will be supplied, free of charge of course, to any Member **on request to the Editor** – the address, phone number and email are inside the front cover of the Globe. Please state your membership number when requesting.

We met at Gaydon on Sunday 15th March, and found we were in Lecture Room 2, instead of our usual Syndicate Room 7; but the room was just as pleasant, and had a projector to show Bob Hobbs' pictures from his laptop. We welcomed the few non-committee members in attendance. All the committee were present with the exception of Clive Lungmuss, who had a conflicting appointment and sent his apologies. The low turnout of members was discussed, both at the meeting and subsequently; and it is hoped that we can take it as a sign that the membership is generally content with the way the club is managed. AGM meetings are far from being exciting attractions, we must accept, and there were no indications of discontent from the membership as a whole, even when there have been major interventions like the expenditure on the revised arrangements for spares storage. Nevertheless, it is hoped that future meetings will attract larger numbers, otherwise we shall be able to save the club the costs of hiring a room at Gaydon Motor Heritage, and meet instead in a much smaller setting. It was noted that our meeting date had fallen upon Mothering Sunday, and that attendance was also low last time this had happened; we shall avoid that clash in future.

The meeting opened on time, and Chairman Chris Hewitt's opening remarks welcomed all present and thanked them for making the effort. He noted the low attendance at the meeting, and also at last year's main club rally. Bob Parsons, club secretary and treasurer, presented first the minutes of last year's AGM, which were approved and accepted; then his records of the registration of the Club at Companies House, and our insurance, which are up to date. The accounts were scrutinised and approved; the Spares Account and the General Account summaries are shown on the following pages.

This brought us to the costs and expenditures of the club. As in previous years, the sale of spare parts to members is financially healthy and sustainable and the Spares Account is well in credit; this has enabled the club to invest in the improved storage of spares now under Bob Hobbs' care. However the slowly falling membership numbers and slowly rising costs of insurance, plus printing and distribution of the Globe, have meant that the General Account has needed to be subsidised from the spares account in recent years. This is not a desirable state of affairs; the General Account should be self-sustaining, in the interests of fairness to all members. Bob has calculated that an increase in the basic membership fee from £24 to £27 will achieve a viable level budget, and this was proposed to members in the February Globe. A strong postal response showed 26 votes in favour and 1 against; though there was some confusion about the one vote against – from the way the response was written it is not certain the member really intended to vote against. (Since the AGM, further responses by post or telephone bring the numbers expressing an opinion up to 32, all the additional ones also being in favour.) Those present at the AGM were unanimously in favour, so the decision was carried and basic annual membership fee is now £27.

We thank all those who took the trouble to send in their responses. It is very good to know that we take this step with the more broadly-based support of our membership.

Other rates and charges were discussed, including the proposal that there should be a lower rate for any members who would be happy with an electronic copy of the Globe sent by email, instead of the paper copy sent by post. When we asked members through the Globe whether there would be any interest in this idea there were very few expressions of interest, but it was decided that since it can be set up as an option available to members to make their own choice, at no additional cost or work for the Club, we

should go ahead; and the cost of full club membership from anywhere in the world, with Globe magazines sent by email attachment as a PDF file, will be £17, a saving to the member of 37%.

Unfortunately we forgot, at this point, to take a separate vote on the new rate for Overseas Membership. Although the Globe article raising the question of membership fees mentioned 'proportionate increases for other categories,' the voting slip did not; and without a specific vote at the AGM, it has been decided that the Overseas Membership fee must remain for this year at £32 (except, of course, for any overseas members who decide to receive the electronic version of the Globe at £17).

The Editor's Report was the next item, and it was agreed that although the newsletters themselves are satisfactory, the timing of production has not been. Too many Globes have reached members late, and two did not arrive until after the end of the month for which they were named. It was resolved that greater efforts must be made and that future editions must appear on time, meaning the beginning of the named month. The April and August editions cannot be finished until material from the AGM and the summer rally have been included, but even then, two weeks into the month should be the greatest acceptable delay. The editor accepted this as valid and justified criticism, and undertook to meet the expectations as stated.

The Membership Report revealed that we now have a membership of 128 full UK members and 4 Associate Members, plus 25 Overseas Members; 157 in total, down from 175 last year. There have been several new members joining, however, and ex-members re-joining. All the new members had found the Club by searching the Internet and finding the website.

Bob Hobbs then continued into his spares report and described the planning, preparation and transfer of Irving Dalton's spares to the new storage in his care, as reported in last December's Globe. There was a formal vote of thanks to Bob for undertaking this commitment to the club's spares service, and all his work in the building and transfer process.

Bob also thanked Irving for his meticulous record-keeping. Irving remains a member of the Committee, and Technical Consultant for the TDB and TDC models. There was a formal vote of thanks for his work as Spares Officer for many years, and he was presented with a gift in token of our gratitude.

Bob Hobbs has also set up a new means for payments to be given to the Club: we can now accept payments by credit or debit card, including over the phone. We had looked at this payment route before, but the terms and charges for an organisation of our type were prohibitive; instead, we opened PayPal as a route, last year. Now, improved terms and conditions from the banks mean that we can offer members the facility of credit and debit card payments. It will be especially useful when paying for spare parts. This is a significant improvement in the service offered to members, and Bob was thanked for his efforts in setting it up. We have also been certified as meeting the Payment Independent Data Security Standard, to protect members and ourselves from misuse.

Both spares officers reported steady sales of parts during the year, and no particular crises. John Bath, our historian, reported some notable success during the year in getting the Razoredge and items from the Globe covered in other motoring magazines, and in supporting members and non-members in reclaiming registrations for cars being brought back into use, but whose registrations do not appear on the DVLA computerised records.

The final business of the meeting was the re-election of the committee officers for the year ahead, which was done as a block, with no changes of role save the moving of Irving Dalton's spares activities to Bob Hobbs. The date of next year's meeting was set for Sunday 13th March 2016.

The only other business was an expression of thanks from the members present to the Committee for its work during the year, and although few in number they were generous in their appreciation and thanks.

T.R.O.C. LTD GENERAL ACCOUNT 2013 and 2014

| | 2013 | | 2014 | | INCOME | | 2013 | 2014 | |
|----------------------------------------|------|----------|------|----------|--------------------------------------|---|----------|------|----------|
| EXPENDITURE | | | | | | | | | |
| Globe | £ | 3,326.18 | £ | 4,776.46 | Money at Bank 1.1.13 + 14 | £ | 1,290.19 | £ | 2,413.06 |
| Stationery + postage | £ | 168.63 | £ | 181.64 | Subscriptions | | | | |
| Meeting + Rally costs | £ | 799.41 | £ | 1,317.47 | (incl joining fee for new members) | | | | |
| Donation/ Bequest | £ | 184.50 | nil | | 128 (137) Ord Members | | | | |
| Repayment of temp loan to Spares A/c | £ | 431.00 | £ | 1,000.00 | 25 (28) O/S Members | | | | |
| Web design + maintenance | £ | 385.00 | £ | 385.00 | 4 (6) Assoc Members | | | | |
| Repayment of Subscription | | nil | | nil | 4 (4) Hon Members | | | | |
| FBHVC Membership + DVLA Investigations | £ | 74.88 | £ | 73.15 | 161 (175) | £ | 4,617.43 | £ | 4,854.15 |
| Unpaid Cheque | £ | - | £ | - | Contribution from TROC Spares A/C | £ | 1,476.00 | £ | 2,143.94 |
| Company Hse Registration | £ | 13.00 | £ | 13.00 | Mayflower Club Rally contribution | £ | 16.00 | £ | 60.00 |
| Bank charges | £ | 61.75 | £ | 61.75 | Adverts / DVLA Car Registration | £ | 26.00 | £ | 31.00 |
| Sub total | £ | 5,444.35 | £ | 7,808.47 | Sales of mugs, badges + diagrams etc | £ | - | £ | 10.00 |
| Money at Bank 31.12.13 + 14. | £ | 2,413.06 | £ | 1,704.95 | Repayment of deposit | | nil | | nil |
| | £ | 7,857.41 | £ | 9,513.42 | Recd for TROC No2 A/C | £ | 431.00 | | nil |
| | | | | | Bank interest | £ | 0.79 | £ | 1.27 |
| | | | | | | £ | 7,857.41 | £ | 9,513.42 |

T.R.O.C. LTD SPARES ACCOUNT 2013 and 2014

| EXPENDITURE | 2013 | 2014 | INCOME | 2013 | 2014 |
|----------------------------------------|--------------------|--------------------|-------------------------------------|--------------------|--------------------|
| Spares Purchased | £ 9,498.65 | £ 4,881.34 | Money at Bank 1.1.13 & 14. | £ 27,905.09 | £ 26,975.42 |
| Postage | £ 1,302.33 | £ 1,414.61 | Spares Sales | £ 11,439.44 | £ 9,453.91 |
| Transport costs | £ 644.50 | £ 214.98 | From Gen A/C for spares sales | £ 431.00 | nil |
| Manuals, Stationery & stamps | £ 116.35 | £ 466.70 | Postage for spares sales | £ 1,302.33 | £ 1,414.61 |
| Rally tent, banner & sound system | £ 100.00 | nil | Members credits on goods | nil | nil |
| Spares storage building works | £ - | £ 10,000.00 | Temporary loan from NO 1 A/c repaid | £ 1,000.00 | £ 1,000.00 |
| Refund on goods returned | £ 87.50 | nil | Donations | nil | nil |
| Companies Hse Registration | £ 187.50 | £ 66.00 | | | |
| Liability Insurance | £ 265.61 | £ 764.96 | | | |
| Directors Liability Insurance | £ 424.00 | £ 424.00 | | | |
| Loan Fund repayment | nil | nil | | | |
| Transfer to Gen A/c | £ 1,476.00 | £ 2,143.94 | | | |
| SUB TOTAL | £ 14,102.44 | £ 20,376.53 | | | |
| Money at Bank 31.12.13 & 14 | £ 26,975.42 | £ 18,467.41 | | | |
| TOTAL | £ 41,077.86 | £ 38,843.94 | | | |
| | | | TOTAL | £ 41,077.86 | £ 38,843.94 |
| | | | STOCK AT COST | | |
| | | | 31.12.13 | £ 66,285.00 | £ 64,945.38 |
| | | | 1.1.14 | £ 66,461.00 | £ 66,285.00 |

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.

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 around 400 classics in total.

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 of the Globe.

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 25+ rooms available at the time of going to press.



A CAR FOR SALE...

Our front cover picture shows John Washington's family treasure TDB 2093 DL, MAR 521, which offers a rare opportunity for someone. John has decided to sell for reasons of health and encroaching years, in frank recognition that he's now unlikely to see the car back onto the road himself. He was in earlier years a member of the club, number 361.



As Renowns for sale go, this one presents a very unusual pattern of preservation: it was bought new in 1950 (note plain radiator cap – the flaming torch was introduced in 1951) by John's uncle's father, and then passed to John's uncle, from whom John bought the car in September 1981, at which time he became a member of TROC. In 1983 it failed an MoT on grounds of steering and in need of replacement of part of the exhaust system – and it has been stored, garaged, ever since that time; for 32 years. The

engine was started up from time to time, most recently in 2014, and is reported as running well. Although an MoT is no longer normally a legal requirement for our cars, if you DO undertake a voluntary MoT test and the car fails, it must not be used until re-tested and passed; and we presume that this requirement would include John's car, even though the previous test was so long ago. An interesting conundrum for the buyer to investigate!

It is, through being so long out of use, and for the first thirty years of its life only in light family use, a very low-mileage car: the milometer shows **20,128** miles, which is quite remarkable. With a complete family ownership history from new, the handbook and possibly other original documentation available, this car will appeal strongly to some enthusiasts.



The engine number is V4636 FJ, which suggests it is a Vanguard replacement for the original; not an uncommon feature in our Triumphs. The leatherwork and carpets are described as being in very good order, including in the boot – which might suggest that the storage has been dry, and therefore the ash frame and underparts, where rot and rust are so common, might well be all in good health.



Anyone looking for a potentially first-rate Razoredge might therefore like to take a good look at this car, although – as with any purchase of an elderly vehicle, no matter how shiny, the management of long-disused engineering is always a potential minefield. How will the brakes react to use, after being still for so long? The rubber hoses, once the car is running again, will be subjected to pressure and vibration after 32 years of peace and immobility. The window seals will feel rain trying to seep through for the first time in a third of a century. There is good tread on the tyres, but that rubber has not known

stress and twisting, acceleration and braking forces, since the days when Margaret Thatcher was facing a restive and troublesome miners' union and the miners' strike was still a threat on the horizon.

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, m.kormes@btinternet.com

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: 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 – 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; keith.gulliford@talktalk.net.

FOR SALE: 1953 Triumph Renown, mechanically sound, owned for 25 years and in regular use. Longest trip was to Scotland in 2002, reported in the Globe. Reluctant sale, £5,000. Contact Michael Capps, Wisbech in Cambridgeshire, on 01945 464 892. If no reply – please try again later.

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

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.

Straight Eight Logistics, who transport classics all around Europe, have possible spaces available in a transporter coming from Sweden via Denmark, Germany and the Netherlands to the UK at the end of May; and then returning the other way leaving the UK on 4th-5th June. If any globetrotting members are interested to take advantage of that, contact them on 0203 540 4929.

I WONDER WHAT BECAME OF...

We have received, over the years, a number of enquiries from people whose families once owned Razoredges, and it seems to be a common feature that these cars inspire very fond memories; after they leave our lives, it is impossible to believe that they just aged, and were scrapped, like any ordinary car.

This month we have been contacted by John Thorpe, who hails originally from Cheshire, and who has sent us family snaps including the image on our back cover. How strongly that picture brings back the spirit of the age! John's attire is exactly the aspiring young man at leisure; white slacks, a square-tailed



casual shirt being worn outside the trousers – to tuts of disapproval from more staid members of the previous generation – and are those not loafers? The Falcon pipe, and confident air. Even mum, seated next to the tartan travel rug, shares the new image of the age, for sunglasses were not so taken-for-granted then. Dad is taking the photograph, please note, on colour film. When, a decade later, my wife and I had our wedding photos taken in colour, we were being quite progressive. This is a family which is enjoying the fruits of affluence;

breaking free of the austerity of the post-war years. When Macmillan declaimed, in 1963, “You never had it so good!” – this is what he was recognising. The Renown is part of what today's magazines would call ‘a lifestyle choice’. John fills in some background: “My father acquired the car in the late 1950's. In my last year at school I had made a canoe as a project in the woodwork class (see holiday details below!). I left school at age 15 and went to a college in Paris to learn the language, returning to England when I was just 16 to start articles to become a Chartered Accountant. I needed transport to commute to the office so my parents bought me a Heinkel Bubble Car.



We had a family holiday that year which involved driving in convoy from Cheshire to Norfolk – across country.

Quite a sight – Triumph Renown (with canoe on top) leading a Heinkel Bubble Car!



We launched the canoe at one point on the coast, and I was collected by Triumph 10 miles further down the coast. Worried mother!

That was 55 years ago! I am guessing that the Triumph was sold a few years later, around 1962. I have no idea to whom, but if anyone can supply further details of the car I would be interested to hear.

Best regards, John Thorpe.”

So far as we can trace, URE 690 has never been in the club, and we have no other record of it. It is not currently registered with DVLA.

FURTHER 1960S REMINISCENCES

Another historical thread comes from member Craig Pillans, whose current car TDC 3717 DL, YSK 489, provides us with a present-day ‘perfect outing’ – the car gleaming, the road rural, with



neatly-trimmed verges dotted with cowslips and celandine, through the gentle green English countryside.

He has sent two old photographs tracing his family’s motoring history a very long way back. In the first, his parents Edith and Stanley Pillans stand proudly by their own Razoredge, a TDB I believe, EJA 279, in the early 1960s; but in the other, a much more youthful Stanley Pillans sits at the wheel of his own first car, a bullnose Morris, in 1927.

The location in this picture is unknown; but the wisteria-covered front of this lovely house – or possibly hotel – with its perfectly-trimmed hedge, makes a fitting backdrop for the car.



What a magnificent beast is the Morris. The sense of spacious seating; in 1927 the coachbuilders had a horse-drawn carriage in mind when they created these car bodies. If they had known then that the Morris Minor and the Mini would follow, and would be typical of cars where the designer’s aim was to fit in as many people as possible into the smallest roadspace, in the interests of economy and mass production, would they have agreed this was progress?



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.***

Saturday 14th March Rolls-Royce and Bentley Workshop, at Matt Pickles' workshop near Macclesfield, Cheshire had 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? It's 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 took place at Gaydon Heritage Motor Museum

All members were welcome to attend at the AGM, but this year we were at our lowest numbers for many years. Our especial thanks to the stalwarts who did turn up. See our '**Notes from the AGM**' item on page 4.

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. A sample:

Sunday 26th April

The Standard Club New Forest Group Drive-It Day Event invites all classics to join them at the Bear and Ragged Staff pub in Stonymarsh, Mitchelmersh, Romsey, at 11:30 for a leisurely drive through the Hampshire lanes and then a late lunch back at the Bear and Ragged Staff.

Sunday 26th April

East Yorkshire Drive It Day at Scarborough Fair – car collection museum – mid-day until 4pm.

Sunday 26th April

Lincolnshire County Drive It Day at Jubilee Park, Woodhall Spa. A new event for 2015 but they are hoping for 300 classics of all makes – will there be a Razoredge?

Sunday 26th April

St George's Day Run, Lancashire Drive-It Day meeting at 10am at Milton Hall near Whalley.

Sunday 26th April

Dozens of others – **Brooklands**; the **Bobby Shafto Hills of the North Run in Durham**; the **Wheel Nuts** meeting at St Roses School, Stroud, Gloucestershire; **Drive It Day Scotland** meets at **Doune Distillery** - only the Scots would breakfast at a distillery – a glorious run through St Fillans, Loch Earn, Glen Orchy to lunch at Inverary Castle, and then the **Rest and Be Thankful** hill-climb course in the afternoon.

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



2nd-3rd May

Jacques Laffite will be your host at Magny-Cours: a weekend of magnificent classics from the turn of the century up to the Mustang, which celebrates its 50th anniversary this year. Big parade of cars on Sunday morning.

2nd-3rd May

Atomic Village Festival, at the Art Deco Sywell Aerodrome, Northamptonshire. 300 – 500 cars expected, with 50s rock-and-roll, street food served from authentic vintage vans, events and entertainment.

2nd-4th May

Llandudno Transport Festival, a very large gathering with masses of classics but also Victoriana, a vintage fairground, and other events connected by a free shuttle bus service.

2nd-4th May

Kent & East Sussex 1940s Weekend at Tenterden Town station – steam railway, other attractions. 9:30 – 5:30

9th-10th May

Triumph Sports Six South of England Meeting at Leatherhead Leisure Centre – an informal concourse – camping available.

Sunday 10th May

British Commercial Vehicle Spring Show, Preston, Lancashire

Sunday 10th May

East Yorkshire Woldsway – meeting at the Maple Garage, Sproatly, and travelling across the Yorkshire wolds to Melton, dispersing from the Heritage Garden Centre there.

Sunday 10th May



The Mendip Vintage and Classic Tour starts from Dobbies Garden Centre, Shepton Mallet, and follows an 86-mile route through the Mendip Hills to a lunch stop at Ston Easton, and spends the afternoon in a display of the cars on the lawns at Wells Cathedral. Sounds good? Book now – they are limited to 150 taking part.

Sunday 10th May

Basingstoke Festival of Transport. (Why do I have the feeling that most drivers are trying to *avoid* Basingstoke? Perhaps I'm being unfair.)

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!

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. What a contrast with the two events following – and yet... Contact mike.smith24@outlook.com .

24th – 26th July

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

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 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.)

ELECTION SPECIAL

Our colleagues at the Triumph Roadster Club came up with this topical image from a Brighton Rag Week spoof election campaign. One dreads to think what sort of policies they might have been advocating; but with the General Election just weeks away, it seemed too good a picture to miss.



The picture was taken in Brighton in 1955, and shows the dickey seat of the Roadster being used as a mobile hustings platform.

The Roadster member Keith Tann originally found just a leaflet showing part of this picture, and annoyingly the number plate of the car was not visible. However, with a little detective work, he was able to contact the publishers of the leaflet, and they sent him the original which is actually a postcard.

The car is identified as TRD1439, and they were able to trace its subsequent history up to a very recent date. In 1970 it was owned by a TRC member in Nottinghamshire; in 2002, sold as a restoration project to a member in Essex; then in 2005 it moved on to Northampton, as a body and chassis only; and in 2010 was the property of a non-TRC member, condition not known but awaiting restoration.

Our thanks to the Roadster Club editor, Roger Pearce, for permission to use the image. The Roadsters, incidentally, have a new Chairman, and a new Events Secretary, this year, and are holding their annual rally on June 21st, at Althorp, the family seat of the Spencers.

OUR LITTLE COUSINS

Although selling in much larger numbers than the full-size Razoredge, the Mayflower never achieved what Sir John Black intended as its main purpose – to break into the American market. It is estimated that only 200 were sold in the USA; it was a compact car at a time when Americans were going for larger and larger cars, and for American highways it was hopelessly under-powered. In an age when American styling was full of curves and fins, it offered chunky angles.



Despite its shortcomings, it was a car which attracted great affection from owners, and continues to do so. Sir John Black himself preferred driving one.



...but that's just plain ridiculous.



The drophead coupe – which required a stiffened floor. Only 10 were made. Perhaps the increased resemblance to a pram did not help.