



THE GLOBE

VOL 41

NO 3

AUGUST 2015



The Best of British

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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(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

Dear TROC Members,

An enterprising UK holiday cottage company who have us on their mailing list recently emailed me promoting their wares with the added bonus: "Stay in the UK to avoid delays!" This was a reference to the three- to five-hour delays experienced by motorists attempting to cross to the Continent as the school holidays began, and Eurotunnel and the ferry operators both suffered long delays caused by striking French ferry-workers blockading Calais and would-be asylum-seekers invading the Calais terminal of Eurotunnel.

For residents of Kent, amongst whom I am normally happy to be included, this advice had a hollow ring. Whilst Operation Stack is in place, lining up columns of HGVs along the closed southbound M20, the knock-on effect on traffic throughout the rest of the county and beyond is mind-boggling. We recently took a weekend break in the New Forest, and – warned that the M25 was gridlocked – attempted to get from Canterbury to Ringwood by use of a mixture of A-roads and the M27. What should have been at most a three-hour journey took just over six. If I were to include a description of our transit of Guildford, this editorial would run to another three pages; so I shall spare you that.

Within this month's Globe you will find a full report on this year's very successful Club rally, some considerations on the values of our cars, and a report on Beaulieu National Motor Museum. There is some follow-up on the content of the June issue's article by American journalist David LaChance on the Razoredge as seen in the USA. We also have some deeply shocking photographs of what some people think it's good to do with a Razoredge. Be warned: pages 56 to 57 are not for the faint-hearted. Those of a nervous disposition might prefer to staple these pages shut and leave them unseen, in order to continue to be able to sleep soundly at night, untroubled by harrowing visions. You have been warned!

Finally – a member has taken the trouble to let me know that he has phoned some of our advertisers and found that the items concerned were out of date, and no longer for sale, or no longer wanted. Unfortunately he was unable to tell me which ones. ***If you do discover a 'dud' advert, please let me know!*** I cannot update the advertisements if I'm not given the information. Advertisers, the onus is upon you to tell me if you have sold, or no longer want, your items.

Editor

NEWS ITEM: SHOCK HORROR DVLA LETTER THREAT

There have been reports in the motoring press to the effect that the DVLA is writing to owners of historic vehicles, requiring them to produce further evidence to confirm the age and historical authenticity of their cars. This has caused alarm in some circles, and a certain amount of harrumphing in others. All is explained on page 61.

Our cover pictures for this issue:

Front – A perfect English setting for the Razoredge, photographed in the Cotswolds by Tom Robinson on his way to a Club Rally some years ago.



CLUB RALLY 2015 – OUR FORTIETH ANNIVERSARY

This year we were taking advantage of the Country Fayre at Kimbolton, at the invitation of the Sporting Bears Motor Club. The Fayre was a charity fund-raising event, and featured many attractions by way of a craft fair, children's rides, and a low-level fly-over from a Spitfire whose engine, we thought, was just a little rough. However, some allowance must be made for age, and since it was a few years older than our cars, we shall not complain further.

The prelude to our Rally this year was a gathering at the Stratton House Hotel in Biggleswade on the Saturday, where those present enjoyed a first-class meal of generous proportions in the evening. Not many managed to complete three full courses, but it was an attempt well worth making, and those who were defeated appeared to have no complaints. Our most congenial host was able to provide a doggy-bag, so that Bob Parsons' canine companions later dined on roast duck and other left-overs, and very little went to waste.

On the Sunday morning we were greeted by warm sunshine and the promise of a fine day, though we knew thundery showers were possible – this having been the pattern of preceding days, and temperatures were high enough to have made sleep difficult for some overnight.



Happy campers, tucked away behind the club marquee, full of roast duck.

We were so confident, in fact, that the pergolas were regarded principally as providers of shade, and we didn't bother with the gully-cover which acts as a gutter between the two structures. In hindsight, perhaps we should have been more thorough.

The Editor (right) hard at work chasing a possible story. It's a tough job, but someone has to do it. Note the clear sky and sunshine.

At Kimbolton, the organisation of the site was first-class, and despite the inevitable logistical problems of getting so many people and vehicles onto the site at the beginning of the day, the queueing to get in was not bad at all. There were plenty of marshals in high-vis jackets waving people in one direction or another, and we found ourselves well-placed in a corner of the cricket field, with a good view across the other classic clubs and the craft stalls, up to the school house. We set up the Club's pergolas and banners, commenting how lucky it was that the day was growing finer, the sun warming and the clouds more sparse.





Our cars were drawn up in two well-spaced rows, ten Razoredges in all – but there were more members in modern cars.

In the marquee a selection of photographs from earlier rallies provided a source of interest and nostalgia for those with good memories and low membership numbers. Our reserved area was on the main entry-route from the main public car park into the event, so we had a steady stream of interested members of the public asking ‘Is that a Mayflower?’ and ‘Which way are the toilets, please?’ – but also, more perceptive questions which different members fielded.



We were also fortunate to see a variation on the problem many of us have dealt with in different ways: how to fit a radial 600 tyre into the boot-lid designed to hold a cross-ply 550. Mick Harris, from Norfolk, has solved the problem more neatly than many in his TDC, and I would defy anyone to spot that it had been adapted at all. By cutting round the inner walls and inserting an additional section, he has deepened the whole wheel tray. You would think at first sight that this would prevent the boot lid closing properly to; but it doesn't, for the thickness of the lid is suspended inside the boot of the car. It is the outside skin which acts as the door-stop. Most solutions

involve adapting the inner lid, but this is an impressive and very well-executed improvement.

Approaching mid-afternoon, Chris Hewitt took up the microphone and invited members to come to the pergolas for speeches and the commemorative cake. Since we were all quite mellow and relaxed by this time, there was little sign of an immediate response – until the weather intervened. The clouds, which we had been eyeing suspiciously, suddenly opened, and miraculously, the pergolas were packed – as seen on the back cover picture.



Chris Hewitt (Chairman), Bob Parsons (Secretary and Treasurer) and Bob Hobbs (Membership and most spares).



Driven to seek shelter: we were isolated in our cars, or huddled in the pergola. A captive audience!



To celebrate the club's fortieth anniversary we cut a splendid cake, kindly and thoughtfully (gluten-free!) made by Patricia Robinson, and we toasted the Club with a glass of wine. Tom and Patricia were not able to be with us in person this year, since they were out and about on European travels.

The cake and refreshments table had been placed centrally, right under the join in the two pergolas. Soon after the rain began to pour... someone spotted the danger, the table was moved, and disaster was averted. A close thing!

GLUM? Not us, not for long. The sun quickly returned. This is Michael Ring's TVR all the way from Germany, sprinkled with rain but sparkling in the sun. Michael and Ulrike won the Visitor's Award.



The prizes were awarded, and John Bath is seen here recording the winning cars for posterity in a photogenic setting by the lake. Colin Copcutt's ERP 183 won the best TD/TDA award, and NHN 647 is Mike Bettridge's car, awarded best TDB/TDC. A very fine pair they make.



Best Engine was awarded to David Shulver, and the Chairman's Cup to Irving Dalton. Finally, the distance award went to Pat and Frances Saunders, from Southampton. Pat may be seen in the background between Chris Hewitt and Bob Parsons in the picture on the previous page,



and his car is OPJ 972 in the following round-up of the remaining cars.

Alan Walton and Graham Beechey arriving in Alan's TDB.



A mystery car. I don't have the owner's name recorded, for which I apologise! If you would like to get in touch, I shall give you due credit in the next Globe.

In the background, the steady stream of visitors to the event arriving from the car-park. Ours were the first cars they met, and I believe – as Razoredges generally do – that we made a good impression.

On the right, Chris Watson and his wife, custodians of HRY 208, affectionately known as Harry. Chris apologised for having done very little with this car since he acquired it a couple of years ago – but there's a lot to be said for doing the least possible needed to maintain a car in good condition. It is a personal decision; the Club welcomes all approaches.



Left, Pat Saunders' TDB, the car which had travelled furthest to get to the rally, up from the south coast.

On the right, David Shulver's TD 2125, JLY 232, winner of the best engine award. This is a beautifully-maintained car, in every detail.



Left, Colin and Ed Copcutt discuss a question with David Wickens, next to David Stansfield's TDC, RRB 929.



Bob Hobbs's early TDC, and below, the only one of our cars where the owner could claim to have both a personalised plate *and* the original number issued to the car. It is, after all, Mick's. Mick Harris, that is, of Thetford, Norfolk.

If he would like a second car, there is another MYX in the club, believed to be currently for sale – see our advertisement pages. Both cars are TDCs and both were registered in London in August or September 1952.



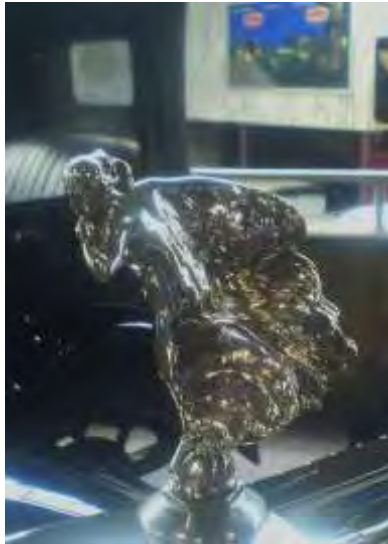
Our gathering closed and members departed towards the end of the afternoon. The two heavy showers had done little to spoil the day, and it is to be hoped that next year even more cars will be in attendance. The Club's thanks go to all those who took part, especially if they were able to bring their Razoredge.

Our anniversary meeting has been recorded in the clubs round-up of the FBHVC. Fame at last!

BEALIEU: THE NATIONAL MOTOR MUSEUM

One of our intrepid team of reporters recently visited the “National Motor Museum” at Beaulieu. This label might surprise some readers, who would have assumed that Gaydon Heritage Motor Centre, where we hold our Club AGM each year, was the national museum, and in many respects Gaydon has a strong claim and ‘feels more like what a museum of motoring for the common man should be’.

However, the Beaulieu museum was the first significant car collection to open to the public, and the Montagu family connections with motoring are undoubted. The present Lord Montagu remains president of the Federation of British Historic Vehicle Clubs – of which TROC is a member – and



plays an active part in motoring events, despite now being in his eighty-ninth year.

His father, the second Baron Montagu, (1866-1929), was a notable early pioneer of motoring: in 1899 he came third in the Paris – Ostend race, ahead of another British entrant, Charles Rolls; as an MP, he was the first person to drive a car into the yard of the House of Commons, he promoted the Bill which raised the speed limit from 12 to 20 miles an hour, and also envisioned a plan to build a fast road from London to Liverpool. Although the plan never reached legislation in that form, the idea can be seen as the fore-runner of the motorways. His personal assistant and mistress Eleanor Thornton modelled for Charles Sykes’ ‘Spirit of Ecstasy’ emblem for the Rolls-Royce radiator mascot, and also for the alternative ‘The Whisperer’ design shown here, from Beaulieu, which was used on Montagu’s own Rolls-Royce.

The museum itself was almost an afterthought: when Montagu decided to open the stately home to the public in 1952, some of his father’s historic cars were exhibited in front of the house. They aroused such interest that a separate permanent exhibition was constructed, and soon became the stronger attraction; Longleat had its lions, and Beaulieu had the cars. The Montagu Motor Museum was opened by Lord Mountbatten; and then in 1972, in new purpose-built halls, reopened by the Duke of Kent as the National Motor Museum.

The exhibits themselves, and the style of the museum, might be felt to pander to the showy and sensationalist side of motoring. They have ‘Top Gear World’ featuring some of the exploits of Jeremy Clarkson and team; previous features have included a collection of cars used in James Bond films and Del Boy’s Reliant Regal van. A selection of Formula 1 cars from different years is mounted on an angle on a dramatic aluminium rack. But even amongst the sensation there is a grain of truth, for cars have always been partly about outward show, and the pursuit of speed records was nothing if not sensational. Here the museum’s collection is unrivalled. They have no fewer than four world-record-holding cars: Donald Campbell’s Bluebird CN7 is most famous, and fastest at 403 mph, which still stands as the land speed record for a car driven by its wheels.



The other three cars pictured opposite are also quite awesome. The Sunbeam, on the right of the trio, was the first car to reach 200mph, driven by Major Henry Segrave in March 1927. Consider for a moment the motive power needed to reach those speeds, using engine technology as it stood in 1927. The speed record had edged upwards in small increments, mostly by British drivers and teams, culminating in Malcolm Campbell’s 174mph at Pendine Sands, South Wales;

and then Sunbeam put TWO 22½-litre Matabele aero engines into this brute.



It is a very scary thought. The driver actually sits between the two in-line engines. Sunbeam advertised it as the first 1,000-horse-power car, but they are guilty of exaggeration. It was probably only a little over 900 hp. (Today, the Bugatti Veyron actually achieves 1,000bhp from its 8 litres.)

Subsequent record-breaking cars employed even larger pairs of engines, and then an American – it would be – topped everybody with a car driven by THREE V12 27-litre Liberty aero engines, taking the record to 207mph. It was soon retaken by Segrave, and then three times by Malcolm Campbell, using a single Napier Lion engine; and then a further three times using a super-charged Rolls Royce aero engine. George Eynston and John Cobb, both British, then continued the competition using twin supercharged Napier Lions into the late 1930s. John Cobb returned ten years later to raise the record by 25mph to 394mph, the last until Donald Campbell's final step in 1964 in Bluebird CN7.

The records then effectively passed to turbojet and rocket-propelled "cars" from the USA in the 1960s and into 1970 on the Bonneville Salt Flats, but not many people seem to be aware that the land speed record returned to British hands in the 1980s and 90s. In the Black Rock desert in the USA, Richard Noble and then Andy Green have raised the record now to 760.3mph – breaking the sound barrier on land. These cars are little more than wingless aircraft though, so although the technical feat is impressive, it no longer has anything much in common with what sits on your driveway outside.



It does at least bring us back to a connection with car museums and also with our Razoredge, because the ThrustSSC here is pictured in Coventry Transport Museum.

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You'd never find a parking space, and there's no room in the boot.

However, many of the older exhibits at Beaulieu give pause for thought. They have the first British-built car, a Knight, home-made in Farnham, Surrey, where its owner in 1895 not only became the first motorist in a British-built petrol-driven car, but also the first driver of such to be prosecuted for a motoring offence (fined five shillings for not having a traction engine licence, and not having a man walking in front.) No surprises there, then.



The museum is very thin on Triumphs, unless you include the motorcycle branch of Siegfried



Bettman's firm. They have only a Herald, and a TR2; but amongst the motorcycles they do have the oldest known surviving Triumph vehicle in the world, a JAP-engined bicycle, basically, from the late 1890s.

This is not it; it is the 1914 Triumph 550cc 4hp model, with Sturmley-Archer 3-speed gears and a leather belt drive. They were produced in large numbers, and over 30,000 of them went for use by the army in the first World War. They were also supplied for use by the Belgian, French and Russian armies.

They have a magnificent long-nosed 1928 Mercedes, which is very tempting to stand beside and dream foolish dreams. With the possible exception of the Blower Bentley, it's not possible to envisage any car which is more simply THE classic open tourer.

Did you know there was no such car producer as Mercedes? The first one was a Daimler / Maybach 28hp model sold at the turn of the century to Emile Jellinek, Austrian Ambassador in Nice. He named his car after his daughter, Mercedes. However, when his friends and other influential people liked the car and wanted one, they therefore asked for 'a Mercedes'. The Germans knew well that the customer is always right; so that's what they supplied. How fortunate that they latched on to the forename, not the surname! I cannot imagine that Jellineks would have been so popular, and thinking of Lewis Hamilton being a Jellinek driver is absurd.



The museum also has a replica of a 1930s garage, which is realistic and evocative; but far less so than the real thing, preserved at Brooklands, where you can peer through the open shed door at the engineering and machining tools which actually built the record-breaking early cars and motorcycles, next door to Malcolm Campbell's car sales showroom.

So, all in all, I would recommend a visit to Beaulieu, if you are in the area; expect a pleasant and intriguing half-day's amusement, with some surprises, and some interesting historical insights, and a good number of very rare and special vehicles. The Palace, and the Abbey, are also worth your time. But if you want "Your uncle used to have one of those", go to Gaydon; and for an even deeper sense of our great British heritage of engineering inventiveness in transport of all kinds, go to Brooklands.

See 'Forthcoming Events,' 22nd August, for an ideal date to visit Beaulieu. Page 52 in this Globe.

Do readers have any museums or related activities they would recommend, perhaps with closer connections to the Razoredge? Suggestions for places we might review are welcome, or if you wish, write us a report yourself!

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 are out in your car – please send us some pictures!
(It doesn't have to be special. It's always good to share Razoredges out and about.)

Sunday 12th July



The TROC Club Rally – see page 44 – this was the big one! It is the Club's 40th anniversary this year, and we revisited Kimbolton Country Fair and Classic Car Rally. Saturday evening meal was at the Stratton House Hotel, Biggleswade.

Saturday 22nd August

East Yorkshire Thoroughbred Car Club holds a classic car rally as part of a larger Craft Fair throughout the village centre at Cawood. Free entry.

**Saturday
22nd
August**



Beaulieu Simply Classics: at the home of the National Motor Museum, all classics dated before 1989, plus sports cars. Why not take your car, and visit the museum whilst there? There is a 'People's Choice' award, the winner receiving a Beaulieu Trophy.

(Not sure if that means one of these, the Montagu Trophy, also modelled by Eleanor Thornton – see our article on page 49.)

22nd-23rd August

Tatton Park 'Passion for Power' and autojumble – one of the major regular venues for car meetings; huge numbers of cars and clubs of all types. All the side-shows and attractions you'd expect. At Knutsford, Cheshire.

22nd-23rd August

Biddenden Tractorfest and Fair, Kent – tractors and other agricultural farm machinery of all kinds, steam engines, and about 150 classic cars.

Sunday 23rd August

Classic Cars on the Prom, Christchurch, Dorset: 200-300 classics expected – arrive and leave when you like, no booking necessary.

29th-31st August

Rudgwick Steam and Country Show, Horsham and Guildford area. 44 acres of attractions, 6,000ft Crafts marquee, acres of market stalls, large autojumble, 140ft Beer Marquee with beer festival, and music from the New Forest Yokels. Camping available. An old-fashioned agricultural show with machinery and animals.

29th – 30th August

Wings and Wheels at Dunsfold Park, Guildford. One of the UK's most popular days out, so they tell me; at Dunsfold Aerodrome, home of Top Gear. But will it be Jeremy Clarkson or Chris Evans? We could have another punch-up! 200+ cars, military vehicles, and sports cars on the Top Gear track; but mainly it's the Red Arrows, Battle of Britain Memorial Flight, and probably your last-ever chance to see the AVRO Vulcan.

29th-31st August

Oulton Park Gold Cup, Cheshire. On the track, the Historic Sports Car Club; and in the park, a retro atmosphere and family-friendly attractions. Ten until five each day.

29th-31st August

Morval Vintage Steam Rally, Cornwall plus classic cars.

29th-31st August

Knebworth Classic: *everybody's* heard of the Knebworth show. It's HUGE and it's got EVERYTHING. 2,500 cars, and then you've got the Commercials and the buses. If you've never been, give it a go. Sunday is Club Day – are there enough Razoredges interested to have a club stand?

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.)

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!

CLASSIC CAR PRICES IN A CHANGING WORLD

A recent spam email from Classic Car Sales website offered a collection of ten GT6 Triumphs for sale, some of which I have copied here; I wondered slightly at the prices being asked. Of course, the price asked is not necessarily what they are actually selling for; but one would imagine that sellers cannot be too wildly over-enthusiastic, or they would risk putting buyers off completely.



1974 Triumph GT6 - £1100

A complete restoration project. Vehicle has been stripped and is ready to be built up from scratch. All parts are available with sale.

[Read More >>](#)



1967 Triumph GT6 - £16,000

Signal Red Mk1. This car has always been garaged and is used as a second car. Recently won 'Best in Show' at Old Windsor UK event.

[Read More >>](#)



1972 Triumph GT6 - £9700

Restored six years ago and comes with history file to validate work. Four-speed manual gearbox. In original order. Tax exempt.

[Read More >>](#)



1972 Triumph GT6 - £3995

Great project car. It has been stored for last five years but is in complete condition. Starts and moves but in need of restoration.

[Read More >>](#)



1973 Triumph GT6 - £7033

A re-sprayed Midnight Blue, RHD manual transmission GT6. Rebuilt in 2004. Spare parts are included in sale. Located in Holland.



1972 Triumph GT6 - POA

Fully restored green GT6. Described as being a lovely car that drives superbly. Rebuilt engine, gearbox, differential and overdrive.



1973 Triumph GT6 - £7736

Restored in 2014 down to chassis level. Overdrive on third and fourth gear. Many parts fitted new upon re-build. Located in Ireland.



1973 Triumph GT6 - £7000

Red, RHD manual car in good working order. Described as making a fabulous noise. A good project car as there are some items to address.

However, to my middle-aged and non-sports-car-minded view, these prices make some of the Razoredges offered for sale in this month's Globe look real bargains. Pre-war cars in reasonable condition command two or three times our prices; and sports cars will always have a premium because of their style and image – but a good Razoredge makes a style statement of its own, and in a few more years will be as much 'of an earlier age of motoring' as the black upright Austins and Rileys with their thin spoked wheels and their long-lever brass-handled handbrakes.

This month's edition of the Roadster Club magazine reports on the sale of the last remaining TRX prototype in Europe. Only three of these were built, and one was destroyed by fire; one is now in America. The car never went into production – the shaping of the body panels would have involved tooling that Triumph could not afford – and the TR2 was developed in its place. The seller of this car, who wishes to remain known only as 'Andy,' told the Roadster Review that "I have been asked several times what is the asking price... Considering barn-find TR4s are now reaching over £18,000 and a TR Italia restorations object can be over £40,000, the price for the first TRX to be built, the one that was used in most of the publicity shots and the last remaining one in Europe, has to be in my opinion, above

that. However it is the old rule of supply and demand, and the car is worth what the market is willing to pay.”



TRX: designed by Walter Belgrove, and as far from ‘razoredge’ as possible.

Although the car is described as being in good condition, the bonnet is missing, and the “cross-flow engine is unique” means that any parts needed are going to have to be individually machined.

However: if the owner’s hope of a £40,000+ price tag is anywhere near achievable – what price is right for a Razoredge?

SLIGHTLY DISTRESSED – THE FINDING OF A RAZOREDGE IN FLORIDA

In July, we received an enquiry from an American named David, who had purchased a “genuine Barn find” Triumph, and was seeking further information about the car. He sent a photograph of the commission plate, asking the significance of the number 2 after the TED code.



I pointed out that the letters were TDC, and explained their meaning; and that the 2 indicated this was the second ever TDC car to leave the factory. (Tom Robinson was later able to confirm a date of manufacture of 19/12/1951.) I did warn David that although being TDC number 2 added some interest to us as enthusiasts, it would not add significantly to the value of the car.

David responded with further information. The car, he said, was believed to have been owned in the West Indies – Jamaica or the Bahamas – by a doctor, who brought it over to Florida, and then when he died in 1984 the car passed to his gardener. In 2001 it was sold to a home repair man who had been doing some work at the property. It was, he added, the two-door model. The home repair man had the idea of hot-rodding it, and had got as far as lowering the roof by 3 inches; but fortunately had got no further with the project, and apart from that the car was unaltered. There it had stayed until David bought it, the previous weekend.

After stifling an involuntary scream at the mention of hot-rodding and lowering the roof, I did a little double-take at this. Two-door model?

I wrote back to David, pointing out that the Roadster and the smaller Mayflower were two-door, but in that case it would not have the commission plate he had photographed. If his car was a Renown it was definitely four-door; at least, it would have been when it left the factory. Could he send some pictures of the car?

Before turning the page, you might like to ensure you are firmly seated, and perhaps pour yourself a stiff restorative, as a contingency measure. In fact, make it a double. I assure you these precautions are justified.



This picture of the car as first found doesn't reveal the full story.

Even as it begins to emerge onto the trailer, it's not clear – but look, two-door is apparently correct – and there's something very strange about the rear.



Eventually the full horror is laid bare: the rear wings have been removed, rotated forward about 45 degrees, and cut level with the running-board; this means the leading edge overlaps the rear doors, so these have been sealed shut, or plated over. The rear quarter-light pillars have been removed, and an artistic-effect cutaway panel inserted in place of the window.

The front windscreen pillars are shortened by about three inches, and the roof bowed down.

A Razoredge with flick-up rear fins.

We've seen it all now!

Or so you would hope.



In last month's Globe, David LaChance asserted that no Razoredge cars were exported directly to the USA, but he was mistaken. We have the detailed records of overseas sales, and a total of 131 cars were exported to the US new for first registration; but what we don't know is the proportion of these that were Town and Country / 2000 / Renowns, or Mayflowers, or Roadsters. Not many will have been Mayflowers, because the biggest numbers were in 1946-48, before the Mayflowers appeared in 1949.

We do know however that just one car was exported to the West Indies in 1952. Whether TDC 2 might have been it, is impossible to say.

Ed Copcutt, in an article later in this Globe, explores the Triumph main dealership in New York, a firm called Fergus Fine Motors. This was owned by Joe Ferguson, brother of the Harry Ferguson who was making tractors at Banner Lane Coventry, using the same engines as power our cars, supplied under an agreement with Sir John Black.

David, in St Augustine, Florida, has promised to keep us informed of his progress. We are grateful to him for permission to use his pictures, and for the information he has supplied. Historians might be interested to know that St Augustine is the site of the first permanent European settlement in America, originally Spanish, pre-dating the arrival of the Mayflower and the Pilgrim Fathers in Plymouth by some 55 years.

Whether David would be best advised to attempt restoration, or to give in and fit an exposed V8 engine with outward-angled unsilenced exhausts, and paint the whole car in livid colours, is a decision he must take.

However, I can imagine what advice the owner of the car below would give. This is from Towyn, North Wales. And yes, it really is, or used to be, a Razoredge.



Our thanks, if thanks are due, go to Tom Robinson for spotting this image on Ebay.

FERGUS MOTORS – A NEW YORK DEALER

by Ed Copcutt

Whilst looking for pre-war Bentley literature during my lunch break (as one tends to do), I encountered a brochure advertised as being for a 1950 2-Litre Triumph. The brochure actually depicts a 1949 TDA. This brochure was advertised at a reduced price, owing to the fact it had a dealer sticker attached to the front cover.

With Christmas approaching, I looked through my father's collection of TD and TDA literature, to see if he had a copy of this brochure. He has a copy of a TD brochure which has a similar sticker from the same New York dealer – Fergus Motors.



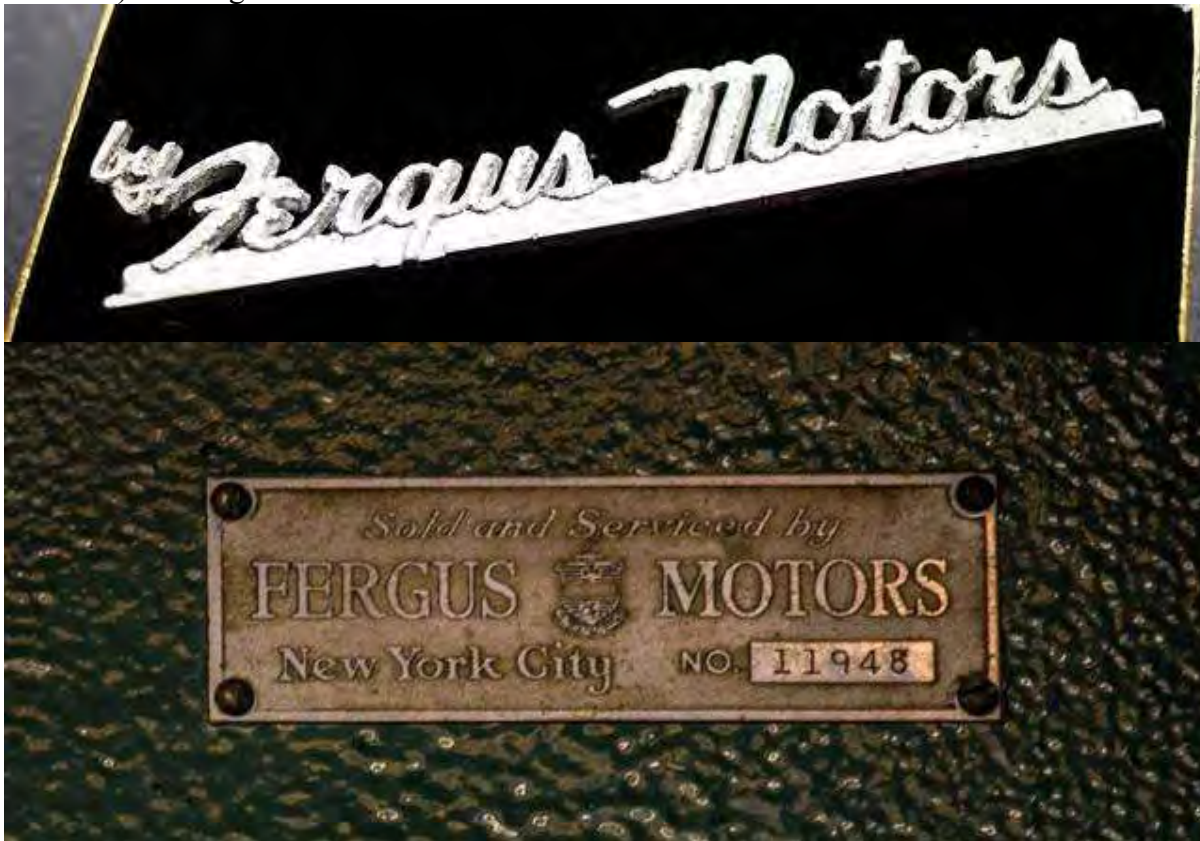
Our TD brochure (above) has a white sticker with the Broadway address. The TDA one offered for sale has an orange sticker with two different Broadway addresses. Fergus took over Vaughan Motors (one of their close competitors [24 doors down at 1741]) in 1950.

Fergus Motors, on Broadway, New York, who also used the trading names “Fergus Fine Cars”, and “Fergus Imported Cars” and were one of the earliest American dealers of new and second-hand European cars, and apparently even tried their hand at building their own car for a short period. After the war, they became well known dealers of many marques, including MG, Singer, Jaguar, Morgan and Standard-Triumph among others.



The Fergus dealership on Broadway. No prizes for naming all the marques in evidence.

Most Fergus cars (both new and second hand) were fitted with an external badge stating that the car was “by Fergus Motors” in an elaborate script, and a plaque (usually under the bonnet or on the bulkhead) showing their stock number.



The badge and plaques fitted to Fergus cars. The badge is from a Singer 4AD, and the dealer plaque from a 1949 3 ½ L Jaguar.

According to Tom Robinson’s articles last year within these pages, Fergus Fine Cars commissioned three Limousines in 1954 (TDC 2620-2622), at least one of which is still in existence in the USA (2620, in the custodianship of Bob and Bar Unger). I shan’t repeat what Tom has already written regarding these three cars, but his article can be reread in the October ‘13, February ‘14 and June ‘14 issues.

I wonder if any of our other American members have, or know of, cars that were sold through Fergus Motors, and if any of those cars still have their plaques, badges or Fergus stock numbers attached. A Dutch Morgan enthusiast (Herman Pol, who can be contacted at fergushistory@hotmail.com and who kindly allowed me to use the photographs from his website for this article) is producing replica Fergus Motors plaques in the style shown below, which are available (on supply of proof of your Fergus stock number) from between 60 and 65 US Dollars.



NEWS: PANIC IN THE BUGATTI CAMP, RUFFLED FEATHERS AT FBHVC

This month's FBHVC Newsletter has delayed its publication until today (10th August) in order to be able to make a clear statement on the "DVLA re-authentication letter" issue.

The problem first manifested itself openly in a letter from DVLA received by the owner of a classic car, saying that there was a possibility that the DVLA had wrongly accepted evidence and mistakenly granted recognition of a car's date of manufacture, and requesting further evidence – suggesting that sales receipts, servicing and repair bills, race entry certificates, and the original brown log-book might be needed. If proof was not forthcoming, the letter suggested, then the agreed registration plate would be rescinded and a Q plate issued, and the historic vehicle tax exemption would be lost. In the meantime, the car could not be transferred to new ownership.

From this, the press and the internet began feverish speculation about what it all meant. Was the letter to be sent to all classic car owners? Probably, this was the implementation of EU roadworthiness legislation, political correctness gone mad, and the whole classic car movement was under threat from killjoy bureaucracy in Brussels. Even Practical Classics September edition (dated using the curious time-scale of periodicals, where being out of date means unsaleable) reported guardedly on the existence of the letter and the associated speculation.

The FBHVC adopted a policy of waiting until the position had clarified, and they could issue a clear statement, which they now have. They admitted that they had been involved in early consultation with DVLA, and had affirmed that they supported the principle of recognising only bona-fide historic cars, and recognised that some cars claiming to be historic vehicles might in fact be mostly replicas or spare parts. Since then, they assert with a degree of hurt pride, they had not been consulted at all! The club representing one particular marque had declined to work through them as a representative organisation, and the DVLA had been dealing directly with the marque club. The FBHVC carefully refrain from naming the marque concerned.

In fact, we can reveal, the marque concerned is Bugatti. A case of a rebuilt car being recognised as authentic, possibly on insufficient evidence, had come to light; it seems there are a number of forged old-style brown log books in existence. DVLA, quite properly, are investigating, and it is possible the investigation may extend to other makes. Where there are doubts, they are writing to owners seeking further evidence. There is no direct connection with European roadworthiness legislation.

It is most unlikely that these investigations will involve any of our cars, or the masses of similar classics on the road or in restoration. The incentive to manufacture a forged car out of spare parts and replica bits would only apply where the end result was in the Bugatti/Ferrari class: it would have to be worth millions, or at least hundreds of thousands, to justify the work involved. Since there are perfectly viable road-going Razoredges openly for sale at four or five thousand pounds, no criminal mastermind is going to be tempted to reach for a stash of seasoned ash timber and start stitching together a fake.

There is however a possibility that people with a genuine barn find, long un-registered and not known to DVLA, might find it harder to reclaim the original registration, or to obtain an age-related plate rather than a 'Q' plate. TROC can help with that however – we are recognised by DVLA as an authority on our cars, and we shall be happy to support the application of a member who has a genuine case. John Bath, club historian, is the man to contact in the first instance.

Panic over. It was just a storm in a Ministry tea-cup.

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 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 FOR TDC 2 Pistons for the front brake cylinders as shown in the workshop manual Section R Figure 3 Item C. Please contact Tony Adlard 01544 231627 or email

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 - 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.