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# THE GLOBE

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Bravely greeting the New Year

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

**REGISTRATION NO. 2886923 ENGLAND**  
**REGISTERED OFFICE: 9 WATER TOWER CLOSE,**  
**UXBRIDGE, MIDDX UB8 1XS**  
<http://www.trocltd.com>  
**(Affiliated to the Federation of British Historic Vehicle Clubs)**

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*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.*

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**ELECTRICAL, ENGINE AND EVERYTHING ELSE**

Chris Hewitt  
Bob Hobbs

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**Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Roger Stone, 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.*

*The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.*

**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.

**EDITORIAL**

Welcome, dear members, to 2019. As I write this, winter is just arriving, and a flurry of wet snow is deciding whether it's worth settling on the ground. Despite the weather our thanks go to several members who have sent news of their early outings in their cars, which you will find shared in the 'Out and About' pages; and we are delighted to find that the early TD models are well represented. There is also a car restorer in Essex called Tony Norris, who is becoming a member of the Club and who has acquired a very derelict TDA which he's restoring at a rate of knots. He has shared some pictures of the restoration so far on the Facebook page, repeated here.

There is more good news on this front: the very dilapidated TDC Limousine which surfaced in December has been bought, with intentions to restore; and two of George Wyatt's white wedding-car Renowns have been purchased. There is movement in our part of the classic car market! There are still several more cars needing new homes, and bargains to be had, so do continue to encourage anyone with the time and enthusiasm to consider taking on a Razoredge. TROC is here to support you.

Our AGM this year will be at the Chesford Grange Hotel, Kenilworth. The date shown on the calendar, March 24th, is correct. We meet at 10:00 for coffee; the AGM itself will start at 10:30. There is an Agenda sheet enclosed in this Globe, and on the reverse are some ideas where you might wish to make comments if you are unable to attend. The AGM is our main self-review and 'state of the nation' point of the year, and if you have any complaints, criticisms, comments or congratulations – now's the time. This applies equally to UK members and those overseas, who make up an important 15% of our total.

On page 139 there is advance information about our **summer rally at Coughton Court on June 23<sup>rd</sup>**, including details of the hotel for those who would like to stay overnight – or for the weekend – and join the assembled Roadster and Mayflower members and partners for a meal on Saturday evening.

As you leaf through the Globe, reading the bits which look interesting, don't overlook the What's On guide and the For Sale sections. Even if you rarely go to organised events, and you're not thinking of buying another Renown, you can glean from those sections some ideas about what other members of your Club are doing, and how the general use and fate of our cars is changing. It's all good relevant contextual information, collected and presented with you in mind.

Finally, we cover the passing of two men who, though not members of TROC, played significant parts in the foundation of our club and interest in the preservation of Triumph cars. They will both be sadly missed, and it is appropriate we should record their contribution.

*Editor*

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**We welcome new members:**

- 1231 Tony Norris in Hull, who is restoring HWX 806, TDA 509 DL
- 1232 Graeme Beck near Northampton, who has taken on newly-discovered TDC 2113 LIM, YHX 630
- 1233 Jack Meadows of Oxted Cars, Surrey, who has purchased XS 7842 and LRW 100.

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**Our cover pictures for this issue:**

Front – Dirk Devogeleer on a snowy excursion in Belgium, in TDB 1425 DL – see page 127.

Rear – The end to a perfect picnic, 1950s. The children are off exploring. Not sure what the wife's doing with the camera. The car, however, is a symbol of contentment and solid achievement. Picture courtesy of Mike Sampson; story on page 141.

OUT AND ABOUT: GREETING THE NEW YEAR

John Bath writes: “I had a nice ride in the Chairman's Renown, totally unexpectedly, on New Year’s Day, having hitched a lift from just inside the entrance gates to the Brooklands Museum to a parking spot. It was only about 200 yards, but we only found a place to park almost half an hour later. I have never see so many cars there...or people for that matter. The queues for refreshments were also the longest I had seen - and this was in mid-winter, on an admittedly fine and bright day, with some sunshine.



Chairman Chris Hewitt’s very smart TDC: photos by John Bath

“This was a first visit for me to the Brooklands New Year Breakfast gathering. Although a ‘Museum Friend’ for many years, and regular visitor at other times of the year (as my membership pays for unlimited visits) as a family, but we had always gone to the New Year's Day Parade in London for a great many years.



“Speaking to the Museum switchboard just now, I think they probably had a record attendance of almost 8,000, as I was told on arrival when seeing one of my long-term contacts there that in the past they had as many as 7,000 attendees. Makes perfect sense based on what Chris and I saw and the London-style traffic jam, both before and after the entrance. However, Chris was lucky as some classic arrivals after him did not even make it into the museum grounds to show off their pride and joy, despite the site and surviving portions of the track being pretty extensive.”

Meanwhile in Lincolnshire, member Colin Copcutt had a contrasting experience. He tells us “New Year’s Day started bright and sunny so we decided to take ERP183, our TD, out for a run. We headed for Skegness where the first photo was taken. You can see the sea in the background. It was quite early in the



morning and I guess that many people were still at home nursing their hangovers as the place was deserted. We then set off for a drive through the Wolds passing through Spilsby, where the second photo was taken, and Horncastle, before heading home.”

Colin Copcutt



Pictures by Colin Copcutt

Also setting out from Lincolnshire in the bright new year sun was member Philip Jones, in TDC 1730.



Philip Jones's recently rebuilt engine carried the car successfully on a 180-mile round trip. "Belated Happy New Year everybody! I took my Renown on the New Year's Run organised by the Derwent Valley branch of the Triumph Sports Six Club on Sunday 6th Jan. This involved a circa 73 mile run around parts of Derbyshire and Nottinghamshire but as the run started in Ripley which is 60 miles from my home just north of Lincoln, and I had to get home again afterwards, I covered the best part of 180 miles. I'm still running in my re-built engine but it performed really well, just a couple of niggling instances when it stalled at junctions but it re-started on the button. This is by far the furthest I have driven it to date. I couldn't get the heater to feel even slightly warm however despite having dismantled it and

flushed out the coil (no sediment or debris in there at all). Anyone have any thoughts on this last point? Fortunately the sun was out so we didn't freeze. The photo shows part of the line up in Clumber Park where we had a photo shoot."



Another TD out on New-Year's Day was Harry Beacall in YSK 489, photographed here by member Robin Hewat.



Just 260 miles across the North Sea, Dirk Devogeleer was undertaking a shorter trip in TDB 1425 DL, the Round Britain Run record-breaking car. He writes: “Firstly, my best wishes for a happy motoring new year to everyone. I have attached a picture of the Renown taken last week.

“She still needs to have the strips installed on the running boards and in order to work nicely warm I had to move her from the annex garage to the main one. As the wooden garage is on a side entry this means

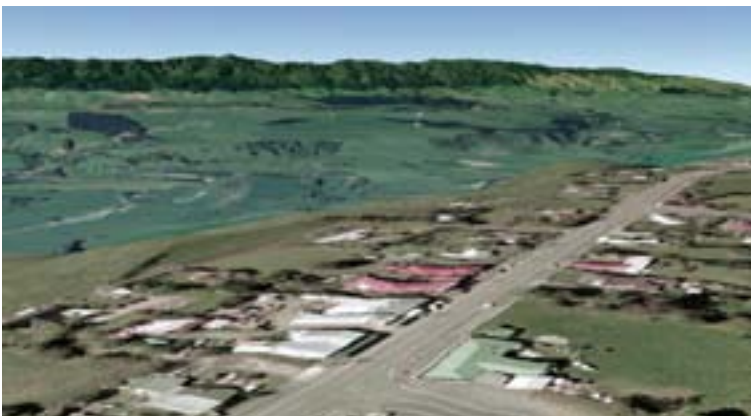
making 2 left turns and about 50 meter drive, but with the sun out the temptation was too great to go right, and drive ‘round the block,’ a detour of about 3 to 4 miles... ☺ This gave me the opportunity to take some pictures along the way, which I enclose.”



By way of contrast, seen below is Neil Farrer’s TDB 4684 on Sunday 27<sup>th</sup> January – a welcome waft of midsummer from New Zealand. He covered 170 miles in his round-trip for this classic car meeting in Dannevirke.



By an impressive coincidence, on the way he could have passed through the little village of Kimbolton. Some of our Club’s annual summer rallies have been held at Kimbolton, but it’s not the same one.



Left: the view from above Kimbolton, New Zealand, looking across to the line of mountains which form the spine of North Island.

Actually there’s no road through the mountains at this point; Neil will have followed Napier Road, through a cleft valley further south (passing near Cheltenham!)

Still wonderfully dramatic.

IT LOOKS LIKE ANY OTHER PERIOD PHOTO - BUT...

This image was shared in a Facebook discussion, posted by Michael Ward, in the Vintage and Classic Saloon Group. It's on the Old Brighton Road, Sussex.



They were debating the name of this model. I recognised from the shape of the rear bumper and the size of the window that it is a TD, but then conducted a little investigation of the registration plate, and made a delightful discovery.

“The name you're thinking is probably a Triumph Renown, but if so you'd be wrong. This is quite an exciting

picture for us Razoredge nerds: LEV is an Essex County Council registration, and the advantage of Essex is that it had large numbers of cars being registered so the timespan covered by each letter combination is quite brief. In this case, LEV ran during mid-September to mid- or late-October 1946. The car is a Triumph Town and Country Saloon (they didn't start to be called 'Renown' until 1950). They were unveiled with the Roadster models in March 1946 but only Roadsters began production at that time; the first Saloons were built and sold in September. Post-war shortages affected many components and the production rate was slow; and many of the early cars were exported to Switzerland, less affected by the war, where money was easier and the crippling 25% Purchase Tax (£194 of the £695 price) did not apply. SO: this car is a VERY early TD model, registered in the first month they were available.”

Tom Robinson consulted his records, and adds: “Roger, thanks for sharing this image with me. I have seen it before and as you say, the car is an early example. From my records, I would say it must be about TD 145. I have TD 140 registered on October 22nd and TD 158 on October 25th. Regards, Tom”

I'm also very taken with the architecture of the garage and the pump attendant's kiosk: the rounded window frames, requiring curved glass, are utterly 1950s. This is a true period photograph. Petrol could be had for around two shillings a gallon. If he's filling up the tank from almost empty, twelve gallons could have set him back as much as £2 4s 4d three-farthings. In a posh new car like that, he would be expected to peel off a couple of crisp pound notes, fish out two half-crowns and say “Keep the change.”



## FULL RESTORATION OF TDA 509, HWX 806

Towards the end of last year we heard of another in the extensive list of long-laid-up 'barn finds' which were a feature of 2018. This one was a TDA, in very scruffy condition, but the difference was that this car had found a buyer: Tony Norris, from Hull, who with his wife operates a restoration business. Tony made it clear from the start that he was not hanging about: he intends to have the car fully restored and back on the road, in a matter of months.



The car was collected and trailered to his workshop. Looking at the maroon-and-cream paint job raises the question of where you draw the lines, if you decide to go two-tone. Triumph's own factory-produced version has the roof and boot in one colour, and the sides, wings and whole bonnet in the other, but most people doing their own version prefer to draw attention to the line of the wings by contrasting them with the bonnet. This layout, however, leaving the scuttle dark, looks very unsatisfactory to my eye. Perhaps it's just a replacement bonnet from a different car.

Seeing the chassis on the trailer reminds us the TDAs were a half-way hybrid, built in 1949 only: on the tubular steel chassis of the 1800 TD model, but using the 2088cc engine and power train.



The chassis after blasting, cleaning and priming; and below, painted.



Tony is now in search of a wiring loom, or failing that, a wiring diagram from the TDA manual. The wiring looms differ in some respects between each model, due to changes in how headlights dipped, starter solenoid wiring and such like. In preparation for his successful Round Britain Reliability Run in 2014, Dirk Devogeleer rebuilt the wiring loom for his TDB, adapting a Jaguar loom, opening the bundles of cable and adjusting the lengths to fit.





I'm always amazed at how much wiring is needed for what is basically quite a simple, primitive car. Imagine what the layout must be for a modern, with all the sensors and feedback and servo-loops and such like! Windows, doors – everything is wired up. Thousands of extra things to go wrong. (I'm quite glad not to have powered adjustable wing mirrors on my Renown. Come to think of it, I don't have any wing mirrors. Better still.)

We look forward to hearing and seeing more about Tony's progress in the weeks ahead. He is working to an ambitious schedule, and hopes to have the car

completed by the time our next newsletter appears in April. His company, East Coast Classic and Custom, can provide specialist services in wet and dry blasting, woodwork and upholstery, amongst other skills. Note – this is not an official endorsement by TROC; but it is very good to know that the traditional skills needed for restoration are not being altogether lost in today's plug-it-in-to-the-diagnostics-computer world.



### SERVICE INSTRUCTION MANUAL

Robin Hewat has come across this Service Instruction Manual which claims to be applicable to all models of our cars. It is quite a substantial document – 80 or so pages I understand.

It is not yet known if this gives any deeper information than the owner's handbook, or whether it is an effective alternative to the rather confusing Workshop Manuals, which were written for the Standard Vanguard and then have supplementary sections referring to the Triumph models.

If any members might be interested in having a copy, or the sections of the booklet which apply to their model – please contact the Editor, and we'll see if arrangements can be made to create copies.

### USEFUL SUGGESTION

In a recent edition we commented on how difficult it can be to see evidence of corrosion in hard-to-access places under the car. Member Les Finch suggests a useful piece of modern technology: an endoscope which plugs into your smartphone. These have an LED light and tiny camera on the end of a flexible lead, which relays an image to the screen on your phone. Prices run from £9.99 to £40+, and one suspects that as with anything – you get what you pay for. Do check that what you buy is compatible with your phone or tablet, because they don't all mix-and-match freely. If in any doubt, have your car inspected by an experienced, qualified professional.



## BOOK REVIEWS: “TRIUMPH CARS – THE COMPLETE STORY” by Graham Robson and Richard Langworth; and “TRIUMPH AND STANDARD CARS – A PICTORIAL HISTORY 1945 to 1984” by Kevin Warrington

Both books were published by Veloce (see [www.veloce.co.uk](http://www.veloce.co.uk)), the specialist car book publisher, in 2018, but there the similarity ends.

The Pictorial History is a slim paperback at £14.99, and is really just a quick skim over the Triumph marque, with photographs which appear mostly to have been taken at the 90<sup>th</sup> anniversary gathering at Gaydon in 2013. The information given to support the images is very factual, mostly from handbooks and advertising material. One disappointing feature is the binding: as a paperback, with a simple glued spine, it is difficult to open the book wide enough to see the edges of many of the pictures, especially those printed without a ‘gutter’, or centre margin on the page. The two page-spreads shown below represent virtually all the coverage of the Razoredge models.



The cars shown, incidentally, are (in order) those of our Club members Colin Copcutt, in TD 3650 DL, and the grey car on the facing page is Mike Sampson’s TDB 4609 DL. On the second spread we have Colin’s car again, though this time they have obscured the registration plate for some unknown reason; and then the late Alan Walton’s rich red TDC, now owned by Guy Singleton. The colour reproduction is not marvellous, because the orange-looking Mayflower on the facing page was in reality closer to a genuine Triumph maroon colour. The final pair of silver-grey Renowns were not photographed at Gaydon: the nearer car is Ronnie Macdonald’s, from Stirling. Perhaps Ronnie can tell us the identity of the other car, parked next to him.

I wonder if any of them knew they had achieved this published minor fame last year? It is an interesting fact that the copyright of images belongs to the photographer, so there is no compulsion on the photographer or the publisher to ask you for permission to use pictures of your car.

The Robson and Langworth volume, however, is a far more substantial affair. This is the third edition of a book originally called “**Triumph Cars – the complete 75-year history**” first published in 1979, shortly before the final demise of the Triumph company as labour relations, questionable management decisions and financial crises conspired to hammer more and more nails into the coffin of the British car industry.

The new edition (RRP £40, but searching online will find it for around £25) is larger and more sumptuously bound than the earlier editions, and most of the photographs have been updated with better-resolution images. Richard Langworth wrote the sections on the pre-war Triumphs, up to the financial collapse and liquidation in 1939, but also contributed to the material on the Mayflower. Graham Robson takes up the story of the post-war amalgamation of the name into Standard Motors control, and you will not find a better detailed account of the internal struggles of the company under the mercurial and

imperious direction of Sir John Black, as the industry strove to re-establish itself in peacetime. It makes fascinating reading, and we shall revisit the story of the birth-pangs of our Razoredge in a future edition of the Globe, because Robson's account of the design process does not align completely with the version learned by our Tom Robinson and John Bath, who between them have interviewed both the son of Mulliner's designer Les Moore, and Walter Belgrove, who is often given all the credit for the design.

There are actually fewer photographs of the Razoredge saloon in Robson and Langworth's book, but it would be wrong to come here to skim images. The thinking behind the cars, and the economic background of the times; the interplay of personalities, and the engineering developments of the day, are all thoroughly explored and analysed. These two authors are VERY knowledgeable on their subject. Probably only 15 of the book's 256 large pages are directly relevant to our cars, but an understanding of the pre-war sporting and engineering pedigree, and the impact of the TR series and other sporting Triumphs, the Roadster and the Herald and the 2000, the Dolomite and the (Honda) Acclaim, are all important parts of the context in which our Razoredge exists.



The car featured in Robson and Langworth was TDB 1173 DL, owned up until 2017 by then-member Mike Bettridge; he subsequently sold it for a sum rumoured to be £21,000. If that is correct, it would probably be the highest price ever paid for a Razoredge in the country of its birth; though some American and Swiss sales may have topped this figure.

There are five useful and well-researched appendices: a survey of all the derivative cars using Triumph engines or chassis (including the Morgan Plus 4); a list describing all the production factories Triumph used; the brief technical specifications of each Triumph model; a table of all the body sources from 1945-84; and finally, production numbers for each model. Unfortunately there is no index, making it slightly less useful as a reference book, but given the chronological order most details would not be hard to locate.

TWO AMERICAN LINKS: 1970s TO THE PRESENT DAY



Kevin McLemore and his wife Jan, proudly showing their newly-acquired TDB. In 1982 the car had been in the Club in the UK, owned by a Mr T Dawson in Horsham, and it was exported shortly after. Thirty-five years later Kevin and Jan still have the car, and although not TROC members, we are in touch. They are located in Ambler, Pennsylvania, and are members of the Delaware Valley Triumphs Club – the present-day Kevin is on the right of the picture below, taken just last week.

Kevin was being presented here with the ‘Good Samaritan’ award by the club, which sounds like a most deserving award. We add our congratulations.

Another young couple standing proudly by their newly-imported Razoredge below are Richard and Barbara Langworth. Richard is the co-author of the *Triumph Cars – the complete story* which is reviewed in this edition of the Globe.



Richard is the ultimate Triumph enthusiast. He has owned many Razoredges at different times, as well as other Triumphs. In addition to the book reviewed here, he has produced over 150 others, including several on Churchill. He co-founded the Vintage Triumph Register of America, and also the Delaware Valley club mentioned above. He was made a CBE in 1998, for services to Anglo-American understanding and history.



Picture reproduced by kind permission of Richard Langworth

The car in this picture is TDB 3798 DL ‘Miss Ruffle,’ named after its first owner on the Isle of Wight. After Richard’s ownership it passed to James Lea, in Maine, and was visited there by our John Bath, as described in the Globe some years ago; and last year it was sold into the custody of a museum in Maine.

Finally, on the right we have another of Richard’s imports into the US, which was owned for a time by Delaware Club member Charlie Frick, and used for the wedding of Kevin and Jan McLemore.



## KENNETH BALL AND TRIUMPH RAZOREDGEDES IN THE EARLY 1950S

By John Bath

Kenneth Ball founded *Autobooks Ltd* and throughout the 1960s and early 70s it became the UK's largest publisher of do-it-yourself Workshop Manuals. Ken sold out in 1972 and since then has become a well-known dealer in rare, out of print automobile books, magazines and sales catalogues.

Born in Accrington he has been based in Sussex since 1955. I have dealt with him for a great many years, and was lucky enough to acquire from him an original Press Pack from 1950 prepared by Standard-Triumph for briefing journalists in the expectation of getting coverage in magazines, newspapers, etc. Most of these packs are thrown away immediately after use, making this an especially interesting find. The pack, comprising an elegant wallet, contained notes, factory photographs and contemporary brochures – in short, all the journalist would need to prepare his copy.

Kenneth and I had not met until very recently, but his comments and stories in between listed items, within his catalogues, always make entertaining and intriguing reading, none more so than this one by a sales catalogue for a Triumph Renown:

*“My Dad lent me his Triumph Renown to take my girlfriend, Mary, to Silverstone. We married on 29<sup>th</sup> August 1952 – so it worked.”*

When we met, I wanted to find out more about the car and the timing of this experience, and Ken told me more over coffees in a convenient hotel in Cobham, during a break when he was driving back to Sussex from the Llandudno Jazz Festival during July 2018. Apparently, his 1934 Austin 10 Cabriolet was felt not quite right to impress the future Mrs Ball, so young Ken persuaded his father to lend him his **1951 Renown, LXV 843** – registered in London, autumn 1951.



Here is a photograph from the family archives and you can make out the “3” on the number plate. This photo was taken in 1952 so it would have been a very valuable car indeed to entrust to someone under the age of 25.

At that time, a second-hand Renown would fetch more than the list price owing to immediate post-war restrictions on supply (and re-selling almost new cars), so I reckon it was worth over £1,100 at the time. Perhaps that does not sound much today, but inflation-adjusted that is more like £31,000 in 2018. Ken's father had earlier owned an 1800 saloon, so he clearly was a man of taste, liking the elegant lines of our cars.

Though now 89, Ken is still operating his business. To request a catalogue of the latest items that Kenneth Ball has for sale, email or phone:

[info@kennethball.co.uk](mailto:info@kennethball.co.uk) 01273 84 5000 (mornings only)

*NB. Unusually all prices in the catalogue include postage and packing, so the price you see has no hidden extras.*

*John Bath*

We have no current record of LXV 843, but we did cover LXV 827 in the February 2018 Globe; and LXV 819 still exists and was in the Club until not long ago. LXV is a London County Council registration.

## WHAT'S ON: FORTHCOMING EVENTS for 2019

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 – do please send us some pictures afterwards!***

*(It doesn't have to be super-special. It's always good to share Razoredges out and about.)*

***Are the events which you'll be attending in the coming months mentioned here?***

*We would like to provide a chance for Club Members to meet up with others, especially in those regions which are distant from the Club's annual Rally. **If YOU are planning on going to a classic meeting or event, please email or write to the Editor**, and we'll give it a mention in this column. It doesn't commit you to anything – if in the end you don't make it, there's no harm done – but Razoredges are thin on the ground these days, and it's good to see two or three together! **This appeal is world-wide, like our membership.***

**Sunday 10<sup>th</sup> February**

MG and **Triumph Spares Day** at Stoneleigh: countless stalls of spares, models, toys, memorabilia and accessories, plus car exhibits from Triumph and MG.

**Sunday 24<sup>th</sup> February**

**Newark 'Normous Autojumble** – rummage for treasure! At the Newark and Notts Showground.

**Sunday 3<sup>rd</sup> March**

**Malvern 3 Counties Showground Autojumble** – not only parts, but clothing, services, and tools.

***That should set you up with all you need for the season! Let the driving begin!***

**Sunday 10<sup>th</sup> March  
9am-12.00**

One of several monthly gatherings open to all classic and other motorsport enthusiasts, the Midland Auto Club's **MAC Breakfast Club** is able to boast that it takes place at the world's oldest motorsport venue still in use on its original course, the **Shelsley Walsh Hill**. Unusually, this one requires you to book a ticket in advance - £3.50 per person from [www.shelsleywalsh.com](http://www.shelsleywalsh.com).

**Saturday 16<sup>th</sup> March  
9am-12.00**

Every third Saturday of the month, the **Woldinghamring Classic** in Surrey is a small gathering at Botley Hill Farmhouse, the highest point on the North Downs. The local twisty-turning roads make magnificent scenic driving, but less dramatic than the event two places below. Between Biggin Hill and Caterham – evocative names! (You can take home a Caterham 7 for £18,000.)

**Saturday 16<sup>th</sup> March  
12.00-16.00**

**Waterloo Classic Street Meet.** Every third Saturday each month, a small number of classics gather on Lower Marsh Market, in the shadow of Waterloo Station. It's the very heart of London, just across the river from Westminster. Would that be an experience you would relish? (Note: it would not involve paying the Congestion Charge because it's Saturday, and although the Ultra-Low Emissions Charge begins on April 8<sup>th</sup>, Historic Veh. tax band is exempt.)

**15<sup>th</sup>-16<sup>th</sup> March 2019**

**Three Legs of Man Classic Rally** – not to be undertaken without prior rallying experience, but if you've ever thought about taking your Razoredge to drive the rugged roads of the Isle of Man, this would give you the chance to watch some classic sports and rally cars being put through their paces. Do try not to get in the way.



Sunday 2<sup>nd</sup> June



Razoredge  
present

**Norwich Classic Vehicle Club Annual Show** at Strumpshaw Steam Museum, Norwich. Sounds like a good one – lots going on and entry to the Steam Museum as well.

June 15<sup>th</sup> – 16<sup>th</sup>

The **Bath Festival of Motoring**, at Walcot Rugby Ground: lots of activities built around the car events.

**Coughton Court,  
TROC summer rally  
venue, Sunday 23<sup>rd</sup>  
June 2019**

More details will  
follow the April Globe,  
but mark the date  
now!



**MANY!**



### POSSIBLE EVENTS 1: Mid-Wales area

Hello, my name is Graham Potter and I live in an area of Mid-West Wales between Cardigan, Aberystwyth and Lampeter, on the edge of a small village called Dihewyd. I am a member of the Standard Motor Club and I have several Standard Vanguards. There several other Standard owners locally but we have never seen any Renowns, and only the odd Mayflower. We are trying to put a group together for all models of Standards and Pre-1960 Triumphs to support over a dozen or more local shows each year.

Would it be possible for you to ask any Members you have in this area of Mid-West Wales covering Ceredigion, Carmarthenshire and Pembrokeshire? I can be contacted on 01545 581 025 at sensible times!

### POSSIBLE EVENTS 2: France

Dear Sir/Madam, Some of your members may be interested in the annual Caux Retro rally which in 2019 (our 25<sup>th</sup> anniversary) will take place on 6<sup>th</sup> and 7<sup>th</sup> July 2019; the rally is based in the village of Allouville-Bellefosse, Seine Maritime in the delightful Haute Normandie countryside and is known for its conviviality. On the Saturday there is a 60km run and on the Sunday there is a static display in the village. As the village is only 53km from the port of Le Havre and 60km from the port of Dieppe the rally is not far away for English participants. Participation costs just €12 per person and lunch on the two days is provided free of charge. For more information and for an entry form please either look at our website [www.cauxretro.com](http://www.cauxretro.com) or contact either John Loveridge at [jonmaglov@gmail.com](mailto:jonmaglov@gmail.com) or Roger Devaux at [rodevaux@gmail.com](mailto:rodevaux@gmail.com). Additionally information about ferries and accommodation can also be provided.

Happy motoring in 2019, John Loveridge tel. + 44 (0)1273 301164 mobile + 44 (0)7814 520716

## LONDON CONGESTION CHARGE AND EMISSIONS CHARGES

In the 'What's On' guide there is a mention of a classic car gathering in central London, and in view of this and changes to the charging regime for emissions in London, it seemed a good time to review the situation about the use of Classic Cars in the city. Some other cities have similar schemes, but they are all set up locally and individually, so please don't assume that Manchester rules are necessarily the same as London.

The **Congestion Charge** is payable for entry to the inner city, 7am-6pm, Mondays to Fridays, for any vehicle – historic or not. (The only exemptions are for disabled, emergency services, minibuses and buses, electric vehicles and so forth, and they need to register in advance.) The charge is £11.50 if paid in advance or same-day; £14 if paid the following day. After that you get a Penalty Charge Notice for £130 (reduced to £65 if paid promptly). The same penalties apply for emissions charge offences.

The area covered is this:



There is a postcode-checker on the Transport for London website, where you can check exact postcodes to see whether your destination is affected, here: <https://tfl.gov.uk/maps/congestion-charge> .

The payment link to pay the congestion charge AND the T-charge (current emissions charge) is here: <https://tfl.gov.uk/modes/driving/congestion-charge/paying-the-congestion-charge> . For £10 you can set up an account to pay automatically, with a £1 discount, if you are going to need to enter the area often.

This is the same area which is covered by the current low-emission zone charges, but from April 8<sup>th</sup> 2019 this becomes the **Ultra-Low Emission Zone**. The much tighter regulations mean only electric vehicles and very 'clean' modern engines are acceptable, and there are different charge rates for different types of engine. Older diesel engines are very hard-hit, and can end up with a total bill of £24. The Mayor of



London has made it clear that the emission zone regulations are going to be extended outwards: to the whole area inside the North and South Circular Roads by 2020, and probably the whole of Greater London by 2024.

Unlike the congestion charge, the **emissions charge** is payable at any time of day, any day of the week.

The good news is that **Historic tax class vehicles are exempt** from the emissions charge. The thing to do is to visit the joint Congestion and Emissions Charge website at <https://tfl.gov.uk/modes/driving/congestion-charge> and put in your registration: this will confirm whether you are liable for the charge, and whether you have to pay it. The wording is a little confusing, because of the legal complexity: new non-polluting vehicles are not liable to pay. Our classics ARE liable, but are exempted from paying. Clear as mud.

Payments are charged by roadside cameras which read the registration plate, and they DO read black-and-white plates just as well as the newer reflective plates. So do the cameras on the **Dartford Crossing**, which is a completely separate charging system. You can register to pay that here: <https://www.gov.uk/pay-dartford-crossing-charge> and as with the inner London charges, you can set up an account to pay automatically. If you have an account, you can register several vehicles on it, so the classic and your modern car (and your wife's car, and all the other family spongers!) can all be covered. When the amount held in your account falls below a set level, usually £10, the Dart Charge will simply dip a hand into your bank account and relieve you of another tenner. You can review your history of crossings, and payments, online.

NOTE: the information contained in this article has been carefully researched, and is believed to be all correct; but TROC does not accept liability for any charges or penalties resulting! Please check your own vehicle registration, using the websites given above.

## SUMMER RALLY PLANS: June 23rd

Fuller details will follow in the April Globe, but at this stage you might like to be aware that the summer national rally will again see us joining with the Roadster and Mayflower clubs and converging on a National Trust property, at Coughton Court in Warwickshire, about midway between Redditch and Alcester.

The nominated hotel for those who would like to stay overnight and come together for an evening meal on the Saturday is Honiley Court Hotel, a country hotel on the A4177 about thirty minutes' drive from Coughton. If you are considering staying over, the hotel website is [www.honileycourt-hotel.co.uk](http://www.honileycourt-hotel.co.uk) and the telephone number for bookings is 01926 484 234.

As last year some will be coming up on the Friday to make a proper weekend of it. On the Saturday some kind of optional activity will be arranged – probably a visit to the two notable local castles, Warwick and Kenilworth.



A TOUR OF SPAIN IN 1958

Member Mike Sampson’s car, TDB 4609, is one which has been in the family from new. It was first owned by Mike’s father-in-law’s uncle, Gordon Gough; then it passed for many years to Mike’s father-in-law Norman Wareham, who was an early member of the Club. I remember meeting him on my own first Rally, a quietly-spoken gentleman with a warm smile.

In 1958, the family took their seven-year-old Renown to Spain, driving down through France and Andorra, and through the Pyrenees. They were accompanied by friends in a Citroën Traction Avant. Please pause for a moment to take that in: it is a prodigious journey, and many would think twice about it today, driving a modern car and with motorways to speed the passage. Travelling by main roads in 1958, which passed through every town centre – it’s an epic voyage.

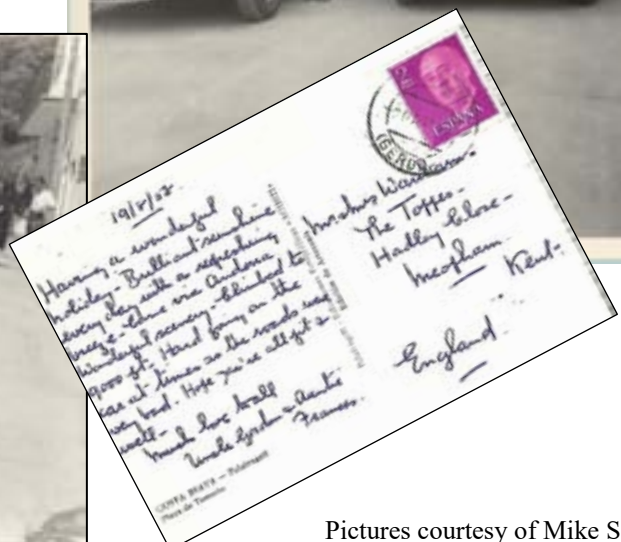


Benidorm in 1958 – a nice beach and small hotels full of Spanish

They went to Palafrugell, on the Mediterranean coast between Barcelona and the French border. The holiday snaps capture well the feeling of ‘abroad’: the streets without pavements, low-pitched roofs, balconies, and all ladies above a certain age wearing black dresses.

“Wonderful scenery. Climbed to 9,000 feet – hard going on the car as the roads were very bad.”

It is worth thinking as well of the nature of ‘a holiday abroad’ in 1958. Austerity was easing a little, but rationing had only ended four years earlier, and for most people to holiday in Margate or Blackpool was good going. The continental holiday was exotic luxury.



Pictures courtesy of Mike Sampson

**NEWS: OF CAR MOVEMENTS, SALES AND DISCOVERIES**

The series of rediscoveries of long-laid-up Razoredges which has been a feature of 2018 has continued in the two months since our last edition. Four or five ‘new’ cars have come to light. It is also very encouraging to see that there is movement in the market, and some cars are finding new homes, although the list of ‘for sale’ cars, both those in good condition and those offered as projects, is still substantial. *There has never been a better time to buy a bargain; please do what you can to draw attention to our list!*

Some of the more recent discoveries are listed here.

In early December we heard from Charlie Barrett, in Oxfordshire, who has inherited a long-laid-up 1950 Razoredge, TDB 1192 DL, registered GMR 980. The car comes to him from his late grandfather, who was either the first owner from new, or from very early in the car’s life. It is thought not to be known to the Club before. We have no pictures yet, but I shall include some in the next edition if we can. The car is understood to be in a very decayed condition, and is likely to go for scrap very soon. If anyone needs a TDB donor car for parts, and has somewhere to put it, we can put you in touch with the owner.



Also in very poor, and this time part-dismantled, condition was a Limousine model, TDC 2113 LIM, which a Northamptonshire primary school teacher, Sally Furniss, was seeking to dispose of on behalf of her father. It’s one of those ‘I’ll get round to it one day’ dreams which never came to fruition.



It is very good to report that this has been taken on by our new member Graeme Beck, of Northampton, who is setting about bringing life back to this most rare of our models.



We are also delighted to report that member George Wyatt has found a buyer for two white wedding-car Renowns he was selling, and that – better still – the new owner has joined the Club, so that we shall be able to share news of them from time to time, and continue to support the cars with spares and expertise. They are now with new member Jim Meadows, of Oxted Cars, in Surrey.



Although the Club is happy to help sellers and prospective purchasers with what information we can, and act as matchmaker where possible, the responsibility for the advertisements and for making the decision to buy is entirely with the seller and purchaser, of course. In the classic car market, it cannot be otherwise.

**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](mailto: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.*

**FOR SALE:** I have been a member of TROC for many years (no.80) and hope to continue; however I find myself in a position where I reluctantly am having to put up for sale my much-loved Renown. I have problems in my left leg which makes driving a car with a clutch very difficult. The sale would include the original Log Book along with some early service sheets, and a copy of the "**Readers Digest**" **May 1977** where the photo of the car is incorrectly shown as a "1950" Triumph Renown. The car was photographed at The Festival of Motoring at Penshurst Place in 1976 which was where I eventually joined the newly-formed TROC! First registered 28<sup>th</sup> December 1951 for delivery 1<sup>st</sup> January 1952. Original Log Book (still retained) shows first lady owner sold the car in March 1953 to a relative of the present owner, who inherited it in 1974. Although the car had been off the road for 3 years at that time, it passed its MoT. Although still only having covered 76,500 miles, it has never been off the road since.



**In 1989 it took part in the "The Great British Film Rally" travelling from London to the Cannes Film Festival and had dignified guests in the back among others such as Lord Montague of Beaulieu in London, and Peter Ustinov in Cannes.**

Sadly it is having to be sold due to the health of the present owner. MOT valid until September 2019; asking price £8000. If you require more information please contact me, Charles Richards, at or on [01892 528 231](tel:01892528231), mobile [07809 075 227](tel:07809075227).

**FOR SALE:** Full set of Renown seat covers in grey. Never used, but slight fading. Also, new radiator blind. If these are of any use to members, make me a modest offer. Terry Sylvester, telephone 01446 745 444.

**FOR SALE:** four Avon Speedrunner cross-ply tyres, only lightly worn; and a front bumper for TDB/TDC, would do for everyday use or for re-chroming. Contact Lloyd Evans on 01388 710 394.

**FOR SALE:** white Razoredges from member George Wyatt, of Barnsley. He has been operating a wedding car service, but is retiring and his cars have to go. The Razoredges are: LRW 100, TDB 5520 DL, in Old English White; a 19... Alliant White; and a TDC, XS 7842 (pictured) in Old English White. This car had previously been a TROC committee member, spares holder and technical expert Irving Dalton. For further details, please contact George on 01226 752 830. As you would expect with wedding cars, they are well-maintained and generally immaculate in appearance.

**Two  
SOLD**

**FOR SALE: UPC 691, TDC 1960 DL**

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

This car was once owned by late TROC member 868, Geoffrey Shenton, of Mow Cop, near Stoke on Trent. He had 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 reported 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. The commission number is TD1960 DL.



**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 .

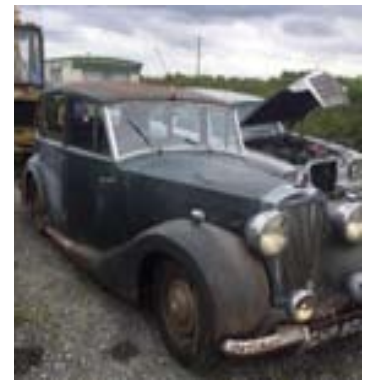
**ANOTHER RECENT FIND:** Simon Smith has a complete car, PPB 934, TDB 3607 DL (1951) and a shed-load of rather rusty parts and various manuals and booklets – probably everything Renown-related ever printed. This comes from the disposal of a relative's estate, and this was a person who never threw *anything* 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 on [Offers in the region of £2,000](#) for the collection.



A set of pictures of the parts and the car: [https://1drv.ms/f/s!Ang8X\\_RmYtFqa5IHRJEg6G\\_2sP8](https://1drv.ms/f/s!Ang8X_RmYtFqa5IHRJEg6G_2sP8) .

**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](tel:07860605079). Cheshire.

**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. Offers in the region of £6,000. 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** on the left, which is a maroon car, looking solid & complete, asking £3,250. This can be seen on the Facebook Renown Restoration Group page.

**SOLD**

**FOR SALE: TDB 1671 DL**, engine 1677E, reg. ERD 681, near Reading. 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: interior boot light; 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. Chrome parts: 2x headlight rims, front cowling, 2x strips to rear side windows, 2x front strips to windscreen, also rubber gaskets to headlights. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 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. Bedfordshire; 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:** Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email [sue@sdalton.plus.com](mailto:sue@sdalton.plus.com)

**FOR SALE,** Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; \_\_\_\_\_

**WANTED,** for my TDB breakdown truck - the ironwork which attaches a tow-hitch to the chassis; a warning triangle, using reflectors. 01733 577301.

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### **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

### **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.

**IN MEMORIAM: BOB FITSALL**

By Tom Robinson

Bob Fitsall's name might not mean anything to more recent members of TROC, but he had been a founder member and then an officer of the Triumph Roadster Club for many years. News reached me of Bob's death on the first day of the New Year.

Along with several other interested Roadster owners who met in a pub in Central London, it was decided to form a Club to cater for owners of the Triumph Roadster; this I believe was around 1960. Bob Fitsall became member number 4. From the Club's founding onwards, Bob fulfilled several roles; Technical Registrar, and Editor in the 1960s, then Secretary throughout the seventies and eighties. In later years, he was Chairman of the Club.

Way back in 1975, when myself and Stewart Langton were trying to form the TROC, razoredge owners were able to be members of TRC, but only at an Associate level. At this time, Bob was extremely helpful to me, not only providing me with address details of RE owners within their register, but lots of sound advice on how to establish a Club. In those far off days, I frequently called upon him for assistance; for example, his knowledge on the interchangeability of spare parts with our early models and the Roadster was invaluable; remember that we were feeling our way with a knowledge basis of almost zero, especially where the TD and TDA models were concerned. In later years, Bob was always anxious that several closely-related Clubs should have joint rallies from time to time. These Clubs were known as the four Et Ceteras; Mayflower, Roadster, RE and pre-1940 Triumph Owners' Club.

His influence within the Triumph car movement has been profound and we are all beneficiaries of his involvement. I am grateful to Ron Cromar of TRC for details of Bob's contribution to the Roadster Club.

Our committee member John Bath attended Bob's funeral on behalf of the Club, and has passed on the Club's condolences to the family.

**MIKE COOK – 1933 to 27th November 2018**

By John Bath

Although I only met Mike once, I had read his regular columns in Triumph World over the years, giving his perspective on Standard-Triumph from a North American view - mainly the latter marque of course in view of the success of the TR series of cars. I met him at the week-long 2016 VTR (Vintage Triumph Register) "National" at Pottsboro, Texas. I was lucky enough to be invited to join Mike and Richard Langworth for breakfast one morning in our meeting hotel for a very pleasant chat, ahead of the day's events.

Mike had worked for Standard-Triumph, and later for Jaguar. He became the VTR Archivist in retirement, where he certainly saved important records from destruction amidst all the changes that took place in the Leyland/British Leyland/BL saga. He also edited the (American) VTR magazine started off by Richard Langworth. Charming, friendly and modest about his fascinating career, Triumph enthusiasts can all count themselves very lucky that he was happy to share his knowledge and enthusiasm for Triumphs with the wider classic car world, but above all with fellow Triumph enthusiasts.

Despite his low-key demeanour, he was responsible for a whole host of initiatives within business and our hobby, and for more information, please go to this more detailed biography:-

<https://www.hemmings.com/blog/2018/11/29/remembering-mike-cook-americas-triumph-and-jaguar-pr-guru/> .

