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# THE GLOBE

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Making the most of Summer 2019

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

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**SPARE PARTS:** Available to paid-up members only.

*Note that our spares officers, like all members of the committee, are volunteers working on Club tasks in their spare time. Where possible, we aim to send spares within 2-3 working days.* Please be considerate and telephone between 18:00 - 21:00 hours UK time.

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.

**BRAKES, STEERING, BACK AXLE, SUSPENSION**

Chris Hewitt

**ELECTRICAL, ENGINE AND EVERYTHING ELSE**

Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

**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 are published in the April Globe each year. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor; they are available free of charge.*

*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.*

**EDITORIAL**

Collecting in and recording the membership renewals in my second year in post as membership secretary, it's good to get a sense of the ongoing life of the Club, its members, and the cars. Whilst some have moved from 'Condition fair' and 'occasional use' last year to 'Needs work' and 'Dormant/storage' this year, there are more moving the other way, and most joyous of all, some going all the way from 'in pieces' to 'restored, excellent condition, frequent use'. We have made a short summary of the numbers of Club members, the number of known cars and conditions, on page 28.

Have you seen the programme '**Bangers and Cash**' produced by Air TV on the 'Yesterday' channel on Freeview? On at 8pm on Thursday evenings, it follows the adventures of the Mathewson family, who run a car auction house in Thornton le Dale, Yorkshire. We know of several Razoredges which have been through their hands. Most recently, a pair of white cars, one of which is back with them again now, and the other is being re-sold elsewhere.

The market for our cars continues to be active: in the 'For Sale' pages you'll find details of a good-looking TD we have not featured before, and news of the sale of the car featured on our December 2018 edition when it came to market. Do show people these pages!

**MEMBERSHIP RENEWAL: HAVE YOU RENEWED?**

If you have not, there is a brightly-coloured reminder with this Globe. Please take more notice of this one, because after this point your membership ceases. You already cannot buy spares, and you will go onto our defaulters list. *I have enclosed a second renewal form; details of how to pay are on the form.*

NOTE: WE CANNOT TAKE CREDIT/DEBIT CARD PAYMENTS OVER THE PHONE THIS YEAR.

**Our thanks to the large majority of our members who responded promptly.** If there is no reminder with this Globe, then we have received your subscription for 2019-20 and we have updated our records from your membership renewal form. **Thank you.**

**National Rally plans:** preparations are all in place, and you'll find full details on page 38. We look forward to seeing you at Coughton Court. For those who are unable to make it, do look over our 'What's On' pages, where you will find other rallies and activities where you might encounter other Razoredge cars and club members.

*Editor*

**We welcome new members:**

- 1241 Ruskin Spiers in Australia, who is selling dry-stored HNP 999, a black TDA possibly TDA 424, currently located in Sussex. See page 41 for further information.
- 1242 Alan Reynolds in Portsoy, Scotland, who has TDB 48 DL. When I told him he is probably the world's most northerly Razoredge owner, he said 'Oh, there's another one in Buckie' - which is just five miles along the coast. We shall investigate!
- 1243 Len Eaves, of Belper in Derbyshire, who has 461 UXA, TDB 4545 DL, which was owned by our Club Historian John Bath back in the seventies under a different registration.

**Our cover pictures for this issue:**

Front – After our front cover in April featured the newest Razoredge, here is the oldest (on the road, anyway): Gerry Mason's TD 348 DL, at a local show in Bude, Cornwall. See 'Out and About' on page 39 for more information.

Rear – The cover of 'Images of England - York, the second selection' by Amanda Howard, reproduced by kind permission of the City of York Council (Library Services). See page 35.

## MEMBERSHIP AND OTHER NEWS

The membership renewal process this year has brought a small number of resignations from the Club, and two of them sent messages to be passed on:

“Dear TROC,

Thank you for the recent Globe magazine. I've sold my Renown on I'm afraid, some months ago, and no longer require membership. However I would like to thank every body involved with the club for all the help I've received over the years, it's been invaluable and it has also been a pleasure to have known you all. Please pass my comments on if you wouldn't mind,

Kind regards,

Hugh Jones, Flintshire”

Also Michael Capps, from Norfolk, who sold his car about four years ago but had remained a member, has now decided to call it a day. He asks to be remembered to all his friends in the Club over the past 30 years – many will remember him, for he was a regular attender at the Rallies. Interestingly, he says he understands that the person to whom he sold his car (TDC 1476 DL, YSK 592) has had it restored in the Czech Republic, where they can offer to do these things more cheaply. The new owner is not a member of TROC, but we shall hope to hear more about it one day.

## AN OFFER FROM GERMANY

Thorsten Malcus, from Munich, has come into possession of an early prospectus for the TD model Town and Country Saloon – the 1800 first marque of our cars. It is a 12-page booklet describing the car and its specification, and Thorsten wonders if anyone would like it. He has not mentioned a price, but is prepared to sell it.

He can be reached by post at

Thorsten Malcus  
Mittenwalder Str. 48  
D-81377 München  
Germany

He has good English.

A dealership sticker inside the booklet has a German address, which is perhaps surprising so soon after the war. Many of the early TDs were sold in Switzerland, which was an attractive market in 1946, having been less affected by the war and having a number of wealthier citizens with an appreciation of British engineering. Sales in Germany, however - recently defeated, and with little reason to want to buy British, nor to be seen driving a rather ostentatiously British car - are hard to understand. I wonder if we shall ever learn more about this apparent anomaly.



CLASSIC CARS AND CHARITY LINK : OXTED CARS



Oxted Classics are TROC members, through their director Jack Meadows - you can see the nose of one of their two white Renowns to the right in this image - and the Globe is happy to spread their message in support of a very worthy charity.

The car glimpsed in the picture on the left is TDC 1266, XS 7842, which for years was owned by Irving Dalton, a long-time TROC committee member - see pages 34-35 for more about this car and owner.

MODS AND ROCKERS IN THE EARLY SIXTIES

Well done Mike Sampson - he told me that BBC4's 'Timeshift' series had caught a Razoredge in picture about 12 minutes into the programme. So they did - for just a fraction of a second! It took me two or three goes to stop the playback at the right moment, even having been told exactly where it was. How anyone as a casual viewer could have spotted it, I cannot imagine. The registration plate is impossible to read, and we don't know where this sequence was filmed - it looks like London, from the architecture in the background. But there it is!



If you wish to find the programme, you'll need access to the BBC iPlayer; and search for 'Timeshift - Mods and Rockers'.

Our Razoredge was there, and it was probably a very good symbol of everything the young mods and rockers were rebelling against.

## THE STATE OF THE TROC NATION: MEMBERS, CARS AND CONDITIONS

Since we now have the large majority of our membership renewal forms returned, containing updated car use and condition information, we thought it would be a good time to share what we know about the state of Razoredge cars, in and outside the Club, in 2019.

In terms of actual numbers, amongst our current membership of 167 we have 19 TDs, 9 TDAs, 73 TDBs and 57 TDCs - including four Limousines, but one of those has been converted back to normal TDC configuration. Within the Club, that totals 158 cars (because not all members have cars, though some members have more than one car).

Estimating how many Razoredges actually still exist around the world is very difficult! Do we count this one? It was spotted last month, just north of the main runway at what used to be RAF Debden, near Saffron Walden in Essex, by Trevor Sherwood of the Pre-1940 Triumph Club. He thoughtfully passed the information along, but says that the Commission Plate and registration plates are missing, so we cannot trace it further, and it is



clearly well beyond even the bravest restoration.

However: the left-hand one of these two, which also look well past it, was rescued in 1978 and restored over many years by an Australian member, Graeme Johnson, and was still looking smart and going strong in August 2012 when it was reported in the Globe, though not heard from since.

There are in addition to our members' cars about 80 others we're definitely aware of, and hear of from time to time, and these are mostly active and road-going. How many others might lie in garages (or even barns!),

dusty and untouched for years, is anyone's guess. They continue to appear from time to time (see pages 40-41 and 45 for three more), and many are finding good homes and being brought back to active life.



There are other older records of cars - where do we draw the line? Some almost certainly still exist somewhere, like this TDC, OXL 481, which we traced in the June 2012 Globe. A Michael Dobson remembered it from when his father chauffeured it for the owner in the 1960s; and in 1982 it was used in the filming of the last episode of 'Sapphire and Steel' by ATV. In the programme we see enough of the car to be sure it's in excellent condition at that date. In the January 1983 'Globe', Tom Robinson noted another television appearance of the car in BBC2's 'Lucky Jim,' towing a horse-box, so it must have been working through a car hire

agency for television filming. Surely it would not have been scrapped? Yet we have no further sightings or records, and it has not been taxed since 1983. Where it might be today remains a mystery. So can we count it as a surviving Razoredge, or not?

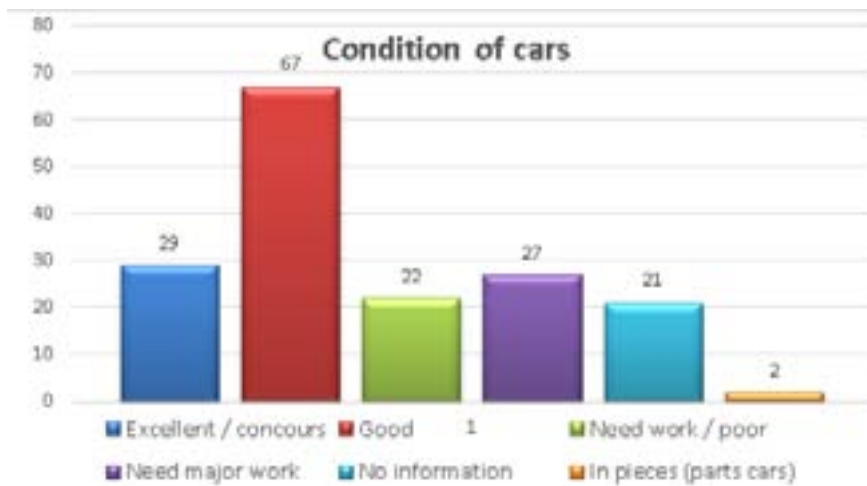
It is impossible to say for sure. It might have met with a road accident and been written off; or it might be in someone's private car collection, waiting to be rediscovered and reactivated.



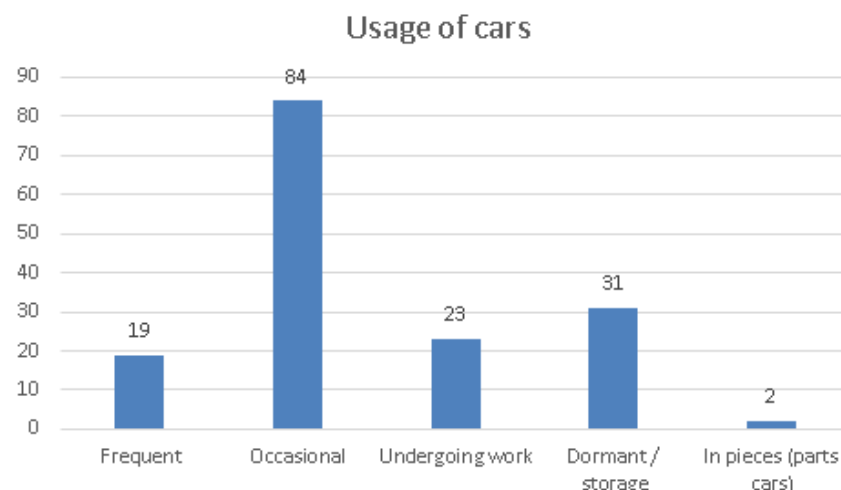
More screen shots from ‘Sapphire and Steel: The Trap’ filmed in 1982, reproduced with kind permission from Anglia TV

The largest group of known Razoredges not in the Club is those in America. There are about 25-30 in the US which we hear about from time to time, but only three owners are TROC members. This is principally because we are unable to supply parts to America or Canada, due to the prohibitive cost of liability insurance. We know that there is more to being in the Razoredge Owners’ community than spares, but it is understandable that some American owners would feel resentful at the exclusion. There are also numbers of known remaining cars in Australia and New Zealand, the largest export destinations outside Europe during the manufacturing years; and several of these are Club members.

From your renewal forms, we can say that of the 158 cars in the Club, 19 are in frequent use, and 84 in occasional use. These terms are as self-described by you, the members, and their meanings would be a matter of opinion; but it still gives us a useful approximate guide. 23 cars are undergoing active repairs, 30 are dormant in storage, and two are broken up for use as parts donor cars.



In terms of the condition of our cars, 29 are described by their owners as in excellent to concours condition, 67 as good condition, 22 need some work (12 of which are receiving repairs or are in use, roadworthy), 27 need major work (13 of which are undergoing active repairs or are in full restoration), 2 are parts cars in pieces, and 11 are completely unknown to us, no comment having been made by the owners.



Of the 158 cars, 103 (65%) are in frequent or occasional use, and 23 more are undergoing work.

This might be felt to be a healthy position.

In the following article from the FBHVC there are more statistics about the use of classic cars in the country overall, which might be of interest to give a broader picture.



## FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS ANNOUNCES RESULTS OF 2019 COST OF OWNERSHIP SURVEY

- The number of historic vehicles on DVLA database has increased to 1,241,863.
- 9.8m people in the UK are interested in historic vehicles.
- Average distance covered by an historic vehicle is 2,214 miles per annum.
- 21m people see historic vehicles as an important element of the UKs heritage.
- 11.3m people think historic vehicles should be exempt from restrictions of low and ultra-low emissions imposed on other vehicles.
- 5.1m people are interested in owning an historic vehicle.
- 60% of owners say owning an historic vehicle is one of the most important things in their life.
- An owner spends an average of £1,489 per historic vehicle per annum.

The results of the 2019 National Cost of Ownership Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed at a press conference within the Houses of Parliament on 14 May with the full research document now available to download on the FBHVC website at: <https://www.fbhvc.co.uk/research> .

Historically, the Federation has undertaken major research projects every 5 years, the most recent being the 2016 National Historic Vehicle Survey. Back then, the data revealed that the historic vehicle industry employed 34,900 people and generated £5.5 billion towards the UK economy. However, to gain more up-to-date insights into the attitudes and interest in transport heritage and the ever-evolving pressures on enthusiasts using yesterday's vehicles on tomorrow's roads, the Federation has produced its first ever 'mid-term' survey.

### The aims of the 2019 National Cost of Ownership Survey

This mid-term, national survey was split into two areas: the first, carried out by Kantar Research, examined the behaviours and attitudes of the UKs adult population towards historic vehicles. The second focused on obtaining detailed information on the costs of ownership for historic vehicle enthusiasts from respondents within the Federation's member clubs.

Furthermore, in response to the difficulties that some of the Federation's member clubs have cited regarding the recruitment of younger members, the survey also sought to identify differences in attitudes and behaviours between different generations.

### Positive attitudes

The attitudes towards historic vehicles were shown to be positive on the whole, with 21 million people in the UK seeing historic vehicles as an important element of the UKs heritage. Encouragingly, that represents nearly a third of the UK population.

Furthermore, 9.1 million people said that they had a specific interest in historic transport and 4.6 million people went a step further and responded with an interest in actually owning an historic vehicle at some point in the future.

Even more encouraging, is that the results reveal that the level of interest in owning an historic vehicle at some point in the future, is **strongest amongst younger adults**, indicating positive news for the future. However, the figure of 5.1 million agreeing that they would like to own an historic vehicle but cannot afford it, indicates that purchase and running costs are still perceived as a barrier to entry for new owners.



Of some concern was that the results of the attitudinal questions suggest that younger people do not identify as closely with the issues and challenges around historic vehicles that are understood by older generations, revealing that there is still work to be done in respect of educating younger generations on the threats to the sector.

One such threat is the ability for historic vehicles to enter our city centres in the future. In that regard, the British public showed support for historic transport retaining access to our city centres, with 11.3 million people in the UK of the opinion that historic vehicles should be exempt from the restrictions of low and ultra-low emissions that are to be imposed on other vehicles.

### **More vehicles, travelling further**

Growth in previous years in the historic vehicle industry (as shown in the 2016 study), has resulted in an increase of 201,913 historic vehicles registered with the DVLA over the 2016 figures to 1,241,863. The figures show that the mileage covered by these historic vehicles has also increased since 2016, with the average distance now 2,214 miles per year. That represents quite a significant increase on the 1,124 miles per year shown by the 2016 research, so the possibility of a more enthusiast based sample group this time around, coupled with the record-breaking temperatures of last summer, have no doubt had a hand in that result.

Use of historic vehicles has kept spending healthy, with the average owner spending an average of £1,489 per vehicle each year indicative of a buoyant sector that is investing in the use and enjoyment of historic vehicles. The motivations behind such spending appear, from the results, to stem from the desire of enthusiasts to enjoy the lifestyle that surrounds historic vehicles. This is further backed up by the statistic that 3 million people attend historic vehicle events each year and a rather heart-warming insight reveals that 60% of owners say that owning an historic vehicle is one of the most important things in their life.

### **David Whale, Chairman of the FBHVC said**

*“Whilst I can confirm that public enthusiasm for and interest in the historic vehicle sector continues to be very strong, there are changes that will affect all historic vehicle enthusiasts. This mid-term research is incredibly useful to monitor progress at such a time of rapid change. The Federation celebrated its 30th anniversary in 2018 and it is clear that if we are to celebrate a further 30 years, as enthusiasts with a common interest, we must all focus on communicating and engaging with younger people to ensure they develop an interest in historic vehicles.*”

*“I must thank the Federation’s partners for their assistance in ensuring the Federation had suitable resources to conduct this research. Without the support of Cambridge and Counties Bank, Duckhams Oil, Vintage Tyres, Peter James Insurance and King Dick Tools, this survey would not have been possible.”*

The FBHVC confirms that the next major survey will be published in 2021 and it welcomes participation from everyone with an interest in the historic vehicle movement, in order to collate crucial information that will assist in the defence of the historic vehicle movement’s freedom to continue to educate and bring enjoyment to millions via the UKs roads.

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TROC continues to be a member of the FBHVC, and believes that it is important to have an umbrella organisation representing the interests of clubs and all classic vehicle owners and enthusiasts. In addition to scrutinising the effects of complex legislation and lobbying on our behalf in Parliament, the FBHVC has undertaken research into such things as the increase in ethanol in fuels, and how it can affect older engines, reported in the Globe in the August 2013 issue. (Available on the website)

**BRAKE FLUID - WHICH TYPE TO USE, AND OTHER THOUGHTS**

By Bob Hobbs

One aspect of maintaining our cars has become slightly easier over the years. This is in the choice of fluid to put in the master cylinder of the brake system. Originally one had to ensure that one used products from either Girling or Lockheed depending on which manufacturer's system is on the car. Use of the incorrect fluid would lead to fairly rapid failure of the various rubber seals in the system and the result then would be total brake failure.

For many years this issue has been resolved and now one has to simply choose from a range of "dot" rated products. Any dot 4 fluid for example is completely compatible with our cars' systems regardless of who has made the fluid. There are higher performance fluids available if one desires but the dot 4 is adequate for us.

A problem with these "ordinary" fluids is that the fluid should be replaced regularly, every two to three years, in order to avoid a build-up of absorbed water. This water is not from driving with your wheels under water but just from the atmosphere. Sadly many owners omit this routine service on the basis that "the brakes work why bother" or perhaps never even think about it. After some years the brakes start binding or not operating and then one has to hope that the Club can provide new components! The original brake pipes along the chassis were steel and often replacements will have been in steel. The wheel cylinders are fabricated from aluminium. Both the pipes and the cylinders WILL CORRODE with moisture laden brake fluid in them. The failure that inevitably ensues may not be gradual but, with no prior warning, catastrophic. From personal experience I can assure you that it can take up to 200 metres to stop a Razoredge saloon from 40mph using engine braking and full application of the handbrake. In my case I was lucky that the main road that I was about to traverse was free from other road users and nobody saw me cross the STOP sign at around 30mph. This was in 1968 when there was much less traffic around; nowadays one might not be so lucky.

Some companies suggest that using a Dot 5 silicone fluid is the answer to a number of prayers. It is claimed to be far less hygroscopic than the standard fluids and thus will not form vapour locks if the fluid becomes overheated during excessive heavy braking. The fluid can be left in the system for many years without the need for routine replacement thus saving quite a lot of maintenance effort. However, there may be some drawback to making this choice.

When restoring my own TDC, I replaced the previously fitted brake servo with a reconditioned one of the same design. I also replaced all the brake pipes and wheel cylinders. To keep the system in good condition I bought a quantity of silicone fluid. This was before receipt of the replacement servo. To my dismay, the new servo had a warning label stating that under no circumstances should silicone fluid be used. To do so would invalidate the guarantee. I contacted the company that made the servo and they sent me a data sheet showing the results of what they claimed was a study into the properties of such fluids.

The chief concerns were that under low temperature conditions the fluid could become very thick and cause wheel cylinders and the servo internal valves to stick. The study also showed that unlike the more conventional fluids, the silicone fluid does not have lubricating properties. This could lead to sliding close-tolerance parts wearing and/or seizing. Another claim was that the silicone fluid does absorb a small amount of water and just like the other fluids can boil in very hot wheel cylinders. My choice was to abandon the silicone fluid and use a normal good quality Dot 4 fluid. I change the fluid every three years or so and thus far have had no problems.

**MEMORIES OF GOOD OLD DAYS**

Contributions from Stewart Langton and Irving Dalton

Two past members of the TROC Committee have recently sent us images and stories looking back to the days when the Razoredge was a more common sight on British roads. Stewart was a founder member of the Club, and he and his late wife Jennifer held several positions as officers of the Club for many years. Stewart’s Cotman Grey TDC 1900 DL, SHN 928, is one of the finest examples of our cars, and may still be seen at meetings around Bournemouth and Dorset. It is the car pictured on the coaster drinks mat which some of you may have - if any current member would like one, please contact the Editor. We shall give some away at the Rally. Stewart writes:

“Recently I became friends with a local man, Geoff Harris, whom I met at a rally. In the 1950s and 60s his father Maurice Harris used to run a car hire business and garage in Ryde, Isle of Wight, using three Razoredge saloons - two TDAs and a TDC limousine.



The picture shows Maurice Harris on the left, with Arthur Chile and Harold Dibens by the limousine. Below, the TDC (KDL 755) is outside the Foxhunter Inn, Devon, presumably on a trip. The inn is still there today.



Photos kindly provided by Geoff Harris

“Maurice had purchased the fleet from Arthur Pocock near London, and for some reason the business was still called Pocock Hire Services when on the Island. Many older members will remember Arthur Pocock being a prominent member of TROC. I remember him having two white Razoredges, and I believe he experimented with power steering on one of them.

“In addition to the hire cars Maurice purchased a Renown for himself, registration FTP 8, TDB 1784. This car was later owned by Ed Lacey, Chairman of TROC for several years, who made a superb job of restoring it. After Ed’s death I believe it was sold to Alan Savage, and then sold abroad. Ed’s widow Daphne is now resident on the Isle of Wight, not far from Ryde.”

Another Isle of Wight Razoredge at this time may be seen in “DL - The Classic Years” by Mark Chessell, published on the Island by Chine. DL are the registration letters allocated to the Island. It is the second book reproducing pictures and anecdotes of motoring in the locality; the first volume covers pre-war cars. Mark Chessell has researched a huge resource of local photographs, and amongst them are pictures by a Mr Castel-Branco, many of which show his car. It is GDL 107, a TDA, which he bought from the Ryde Garage in May 1949, and is seen here on the forecourt.



This image and the next by kind permission of Mark Chessell, Chine Publishing and Carisbrook Castle Museum



Apparently Mr de Castel-Branco was a keen photographer and well-know local character. His photo collection is now held in the Carisbrooke Castle Museum, which is well worth a visit. Mr de Castel-Branco was very proud of his car, believing it to be the only one on the Island; but when Mr Harris bought his fleet, he lost interest and sold it. What became of it is not known.

However, the further histories of the other Isle of Wight Razoredges are not entirely lost. Stewart Langton takes up the story:

“Geoff Harris recalls that after his father’s death the business was wound up and the cars sold; and he remembered that one was sold to a garage in Fawley, Southampton, near the oil refinery. This garage still exists today and on a recent foray there, we discovered that the car was still there, together with two more Razoredge saloons. The garage is a typical village establishment run by the owner and an apprentice, and there were lots of derelict vehicles piled up at the back of the garage.

“Unfortunately the only one I could get to is the one in the photograph, TDC 2297 DL, MLY 348, which looked beyond hope of restoration but still had useful parts which could be saved. Another car was under a tarpaulin, but I was told this was just a shell with no identification plates. The third car, the Isle of Wight one we were tracking, was in a building adjacent to the garage, totally inaccessible as the whole inside was filled with used tyres covering the car completely. Apparently it was in an even worse state than the other two.



Picture by Stewart Langton

“The owner said he was restoring MLY - the car seen above - using parts from the other car; but since that looked like a TD model to me he may find it difficult. He realises what he was taking on and he might be prepared to sell the cars to a brave person.”

Irving Dalton, our other contributor, was also a TROC committee member for many years, and served as spares officer until just a few years ago. He has an engineering background, and a great fund of knowledge of our cars. He sold his own Razoredge, XS 7842, many years ago, but has continued as a club member up to the present day. His car went to another member, George Wyatt, for use as a wedding car; and is now with yet another member, Jack Meadows of Oxted Cars in Surrey, in the same role.

Irving lives in the north-east, has an interest in local history. In the course of rummaging in bookshops, he has discovered an image collected in a local history book which is of immediate interest to us. One, indeed, which he could hardly miss - the picture is used on the cover! The book cover is reproduced on the back cover of this Globe. Such collections of historical images are to be recommended as a means of studying our roots: not only are they more evocative than factual descriptions or lists of statistics could

ever be, they also often include things which it might not otherwise have occurred to an historian to mention. In these days of pedestrian precincts, for example, the relationship between pedestrians and traffic is very different. Can you imagine driving through a crowd like this?



The picture, incidentally, illustrates a problem we often face in looking at old photographs: there are several other cars which look at first glance very much like our Razoredge, but are not. We shall return to this in a later edition.

Notice the gleaming Standard Vanguard: the streamlined shape of cars to come, which

helped consign our Razoredge to history only a few years later by making them look so 'dated'.

This car, FDN 170, is a TDB registered here in York in August 1950. The photograph is dated as 1951. Notice also that the car does not have the 'flaming torch' radiator cap introduced in September 1950, so it is before TDB 3000. We have no other record of it.



Irving Dalton's own car, TDC 1266, XS 7842, whilst it was still with him, at a meeting with some Roadsters, long before it became a white wedding car. Picture supplied by member David Jones, of Cheshire.

Those were the days!



## 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?***

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

*See following page for details.*



**MANY!**

*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.***



**Saturday 29<sup>th</sup> June**

The **Vintage Sports Car Club** returns to **Donnington**, if you enjoy the sight of classic pre-1931 sports cars recreating the noisy and exciting early days of racing.

**29<sup>th</sup> - 30<sup>th</sup> June**

Clashing with the above, the **Historic Sports Car Club** is at **Brand's Hatch** for a two-day meeting. These races are for more recent 'classics' - pre 1980s, pre 66 and pre 61. The HSCC is based at Silverstone and claims to be "the premier organiser of historic motor racing in the UK," which would probably raise some eyebrows at Donnington.

**Sunday 30<sup>th</sup> June**

A more sedate gathering, very appropriate for the style and class of the Razoredge: **Classic Cars at Royal Leamington Spa**. In the Pump Room Gardens, the local Rotary is organising a new event. A well-known shopping area with individual shops, and a Tropical House in the gardens, provide additional attractions to entertain during the day.

**Sunday 30<sup>th</sup> June**



Razoredge present

Watford (Northamptonshire) Village **Classics on the Green** - lovely smaller event, recommended.

6<sup>th</sup> - 7<sup>th</sup> July

High Summer in the Vale of Evesham; classic cars at the **Evesham Vale Light Railway Summer Gala, Twyford**. The trains will be running a 20-minute service.

6<sup>th</sup> - 7<sup>th</sup> July

Razoredge  
present



The **Hollowell Steam and Heavy Horse Show** has something of everything; a large and long-established country fair in Northamptonshire.

6<sup>th</sup> - 7<sup>th</sup> July

The **Great Yorkshire Traction Rally** originated in the early 1950s when Black Bess, Old Glory, Surprise and Mary took part in a race around a field. If the thought of steam traction engines racing intrigues you, come and see what they get up to these days. Also exhibiting commercials, standing engines, tractors, motorcycles and 150+ classic cars; at Duncombe Park, Helmsley.

Saturday 13<sup>th</sup> July

Lancs Car Club **Coast to Coast** runs from the Midland Hotel, Morecambe to Dunsley Hall at Sandsend by a new route this year - via the Trough of Bowland and Castle Howard. Great scenery with plenty of stunning opportunities for photographs - please send us a sample! Email [info@lancsautoclub.com](mailto:info@lancsautoclub.com).

Saturday 13<sup>th</sup> July

The **Black Country Museum 1940s Weekend** - a chance to dress up and immerse yourself in the early days of our cars. If you don't know the Black Country Museum, and the related string of museums in this group - you should.

Saturday 20<sup>th</sup> July

For something completely different: the **Festival of the unexceptional**. Hagerty insurance sponsors this celebration of the more everyday cars of our recent history. A Renown would not be out of place, however. At Middle Claydon, Aylesbury - where our rally was last year.

Saturday 20<sup>th</sup> July

**Blast from the Past, Aberdeenshire:** in Inverurie, a classic car event which gives you an excuse to travel up through the fabulous Scottish countryside.

Sunday 28<sup>th</sup> July

The **Devon Riviera Classic Car Show** for Torbay Carnival Week.

9<sup>th</sup> - 10<sup>th</sup> - 11<sup>th</sup> August

Razoredge  
present

**Firle Vintage Fair, Lewes** – our member Paul Collard hopes to be attending - [www.firlevintagefair.co.uk](http://www.firlevintagefair.co.uk). A friendly and welcoming event. The car event is on Saturday 10<sup>th</sup>; there are also a market, antiques, fashion show, fairground rides, music, archery, garden talks... and it's sponsored by a brewery.

Monday 26<sup>th</sup> August

Razoredge  
present

**66<sup>th</sup> Gosporters Vehicle Rally, Hants** - a friendly local rally by the sea, at Stokes Bay. Only £4 if booked in advance or £5 on the day; email [cindy.edge@btinternet.com](mailto:cindy.edge@btinternet.com) for a booking form. LOTS of Razoredges live very near here! Lots of stalls and refreshments tents; all proceeds to charity. Could this be our Rally-in-the-South?

Saturday 21<sup>st</sup>  
September

Razoredge  
present

St Michael's Hospice **Vintage Fair** at Quarry Farm, Bodiam in Sussex have contacted us asking if members are able to attend this fund-raiser. It is an excellent venue, and several TROC members are within relatively close distance. Entry forms available from the Editor or at [fabulouslyvintage@stmichaelshospice.com](mailto:fabulouslyvintage@stmichaelshospice.com); or post to Jo Lyons, St Michaels' Hospice, 25 Upper Maze Hill, St Leonards on Sea, East Sussex TN38 0LB.

**SUMMER RALLY PLANS: June 23<sup>rd</sup> Sat Nav: use B49 5HU then follow brown signs.**

The summer national rally will again see us joining with the Roadster and Mayflower clubs and converging on a National Trust property, this time at Coughton Court in Warwickshire, about midway between Redditch and Alcester. It is a fine house with a long history, well worth a tour during the day.

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 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 activities are proposed – possibly a visit to the two notable local castles, Warwick and Kenilworth.

On the Sunday there is **no charge for entry to the Rally** but we have been asked to get as many of the classic cars as possible on site **between 9:30 and 10:30am, using the coach entrance**, which is just a little further North up the A435. Members arriving after 10:30 use the normal public entrance, but will still be able to join us in the classic car display area. Dogs on leads are permitted in the Rally area.

If you are staying at the Honiley Court for the Saturday evening meal (£25), please let them know your preferences for the meal when you book.

**STARTERS:** Cream of leek and potato soup, or Fishcakes served with a tartar sauce, or Smoked chicken served with a Caesar salad.

**MAINS:**

Half a roasted chicken served with skin on fries and side salad

Pork loin served with mustard mash, greens beans and cider cream sauce

Roasted Striploin of Beef served with Yorkshire pudding, red wine and thyme jus (£3.50 SUPPLEMENT)

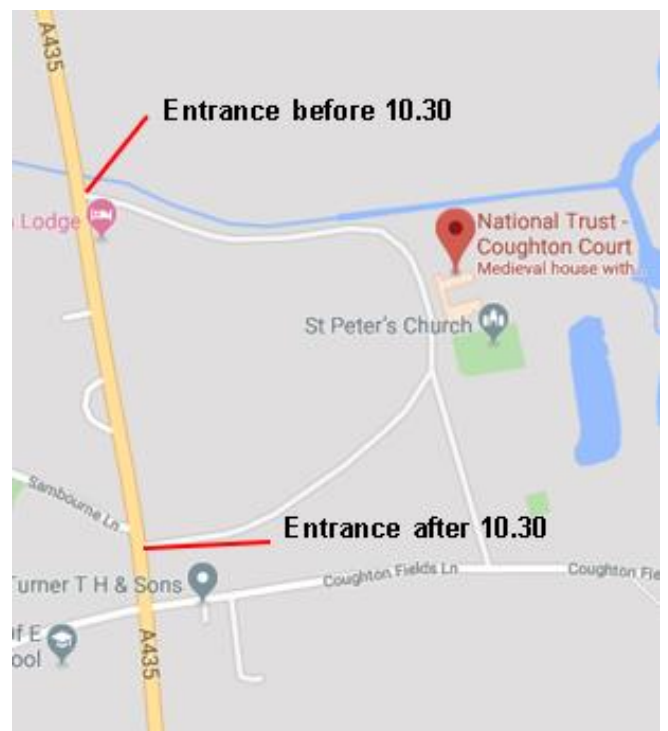
Basil, tomato and red pepper risotto

**DESSERTS**

Sticky toffee pudding served with a toffee sauce

Chocolate brownie, served with ice cream

Fruits of the forest Eton mess



**Sat Nav: use B49 5HU then follow brown signs.**



**OUT AND ABOUT:**



Gerry Mason writes:

“On Sunday 15th May I took my Triumph Town and Country Saloon (1800 TD 348 DL) Reg No. KPL 915 to the annual Bude Classic in my home town of Bude, Cornwall. The show is run by the Bude Motor Club of which I am a member. It's not a club specifically for old and classic cars, but open to all vehicle lovers. Consequently, the show has vehicles of all shapes and sizes (including motorbikes) dating back to the 30's, running through vintage, classic, the 'modern' classics, and ending up with some relatively new models.

“The day blessed us with great weather again this year and a record number of vehicle (over 400!) attended. My Triumph, sandwiched between a Mazda MX5 and a Ford Escort XR3, drew a lot of attention. The usual cries of 'Oh it's a Mayflower', and 'Oh a Renown' made me wish that it was, and I didn't have to explain that it predated the Renown by two years and was believed to be the oldest of its type still running in this country. Though in fact, I don't mind spending time to explain it, as I'm rather proud of the 'old girl' and she looks pretty good for her age.

“I got chatting to one local lady who said her father had both a Mayflower and a Renown when she was in her teens. She remembers using the Mayflower as the general 'runabout', while the Renown was reserved for more prestigious outings including ceremonial duties for the Bude Carnival Queen. She remembered the registration number NAF 925 and wondered what became of it after her father 'moved it on' in the late 50s or early 60s. I wonder if anyone in the membership recognises the Reg. Number. Unfortunately she didn't know the commission number. I'd be grateful of any news. She would be delighted to know what became of it.

Regards, Gerry Mason.”

Sadly, NAF 925 not in any of the records I hold, nor is it known to the DVLA computer today; but if any member has further information about it, do please let us know. See our front cover for a wider shot of this meeting, with Gerry's car neatly framed by the rugby posts.

Meanwhile, members Alison and Andrew Stacey have also been out in the West Country, seen here at the West Cornwall Show with TDB 2262 DL, KOV 461.





Dirk Devogeleer's superb TDB 1425 on wedding duty in Belgium a couple of weeks ago.

It is not often the car is upstaged by the beauty of the bride or the quality of the photography, but we have to concede pride of place here.

### FRESH CAR DISCOVERIES

Still they come: three more newly-discovered surviving cars this month, not previously known to the Club. (There is a fourth, an early TD now resident in America, which we'll save for the next edition, because it needs more space than we have spare this month.)



The first is owned by Andrew Piggott, in Bordertown, between Melbourne and Adelaide, South Australia. The car is TDC 2619



DLO, Australian registration ILY 343, and is completely disassembled,

undergoing restoration. Thanks to the Australian climate, most of the metal looks rust-free, and there has been some tidy reconstruction already. We hope to hear good news of the progress of the car during the coming months, and wish Andrew all the best with this challenging task.



Another new club member, Ruskin Spiers, is also in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for years in the basement of a block of flats.

Ruskin explains: "We've had it since about 1987 and it was put into dry storage in Sussex in 1990. It needed work / restoration then but has not changed in the last 30 years as where it lives is completely dry and warm storage under flats. The car is in the UK but I now live in Australia and hence am going to sell it. I have pictures taken from my last trip back. If you know of anyone who may be interested by all means pass on my email. Thanks."



The third newly-discovered car is TD 2457, HDU 371, which will be found on the third page of our 'For Sale' section, page 45.



## OH DEAR - WHAT'S HAPPENED HERE?

One of the additional images for a car currently on sale through Ebay shows this engine bay.

Bob Hobbs says: It is an SU carburettor mounted in a truly bad manner. Goodness knows what the person concerned was thinking but what a mess! The proper air cleaner/silencer has been removed and the cone-like structure is its replacement. The fuel pump has been bypassed and the pipe across the top of the engine is the revised fuel feed to the carb.



It is possible that this works, but the original equipment will have been balanced and tested in development; and whoever did this adaptation is not likely to have had the resources to do the same. There is no telling what problems this might be laying up for the future, nor what hazards have been introduced through this layout.

The old adage still stands: if you don't have the expertise then don't try to bodge ANYTHING on the car, it could be dangerous and also invalidate both your insurance and the Historic Vehicle status, which requires 'no significant alteration' to the original specification. Without Historic Vehicle status, you are no longer exempt from the MoT or Road Tax.

**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 in the GLOBE are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.

## 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" TRB Renown. The car was photographed at The Festival of Motoring at Penshurst Place in 1976 where I eventually joined the newly-formed TROC! TRB was 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 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.



**SOLD**

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, on 01892 528 231, mobile 07809 075 227.

**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 collector's estate, and this was a person who never threw anything away. It is past rescue or worthless, but there may well be something in it. The car itself is definitely to be rescued as a project. Simon is offering the whole collection in one lot. The collection is stored in Tonbridge, Kent; to arrange a viewing contact Simon on 01892 528 231. 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).



**CURRENTLY ON EBAY**  
Auction ends Sunday 9<sup>th</sup> June

**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.

**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.

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

**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 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: 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.

**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.



**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, 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

**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.

**WANTED** for my Renown TDB breakdown truck - a pair of front seats from a 1940s, 1950s, 1960s car, van or light truck. Usable condition, scruffy is OK. Seats or seat backs must fold forward. Preferably not pale. Solid-looking to suit truck rather than lightweight. Also - tee plate with white reflectors, as used on old trailers, approx 9 ins by 5 ins. 01733 577301.

## NEW DISCOVERY



We have contact details for the seller near Rochester, Kent; on sale in *Car and Classic*.



“The car was restored in 2010 with new leather, new headliner, new carpets, rebuilt engine with hardened valve seats, new brake linings and brake pipes. The car has 2 former keepers the first of which was a local doctor who bought it new and owned it till 2009. The car has a massive history file. Starts runs and drives as it should. The genuine reason for sale is I am not getting any younger and have far too many cars and bikes and now realise I need to downsize my collection. The car is near Rochester in Kent. Any questions or to view please call anytime.”

The owner is asking £8,500. The car has never been in the Club. It is TD 2457 model, a Coventry-registered car from May 1948. See *Car and Classic*, or contact the editor for details.

## SPARES FROM TROC FOR THE 1800 ENGINE

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- |                                                     |        |           |
|-----------------------------------------------------|--------|-----------|
| • Top hose                                          | £14.75 | P&P extra |
| • Bottom with heater outlet that can be blanked off | £13.75 | P&P extra |
| • By pass hose                                      | £ 8.00 | P&P extra |

## 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.

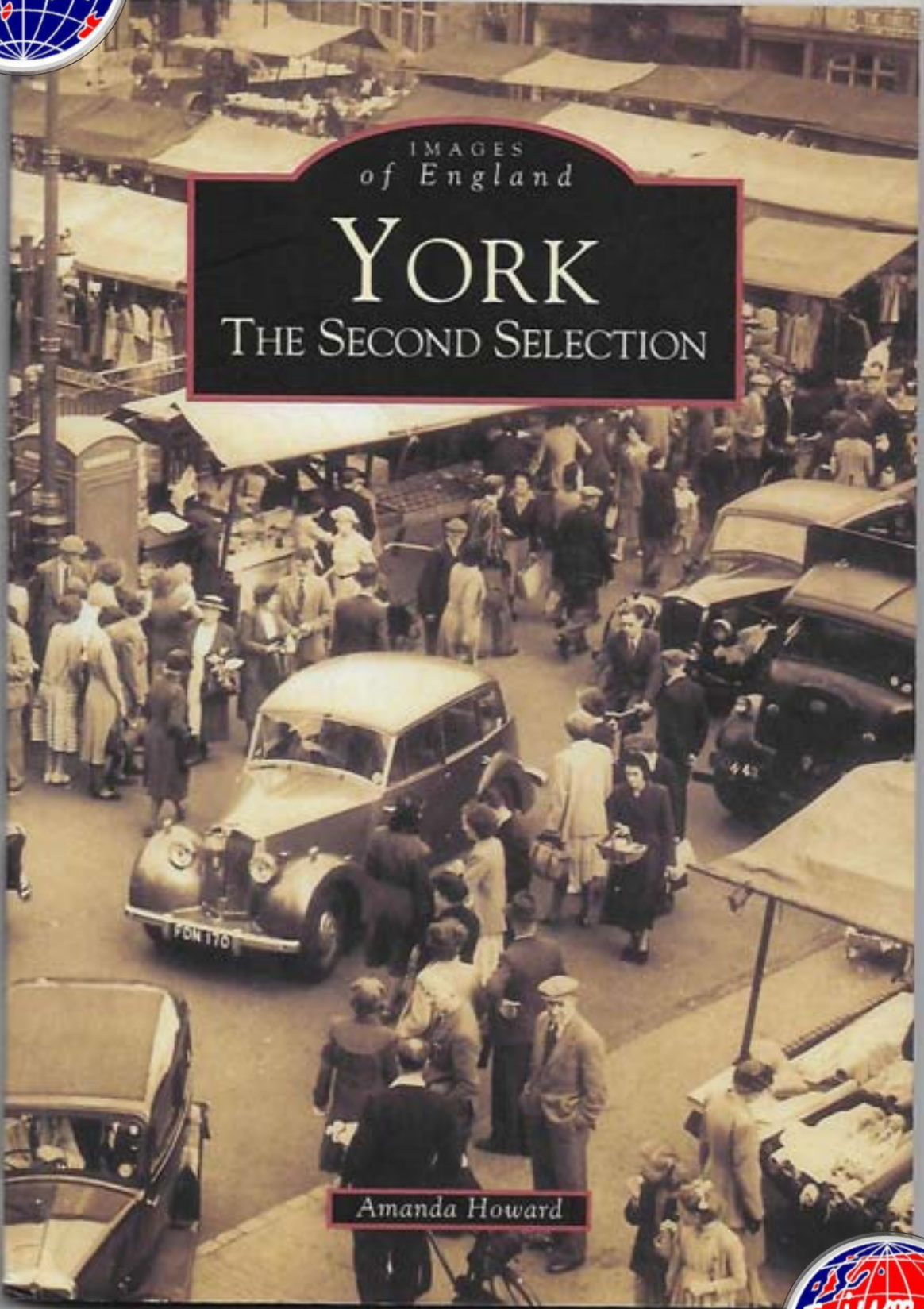
## WANTED FOR RECONDITIONING

**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. 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.



IMAGES  
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# YORK

THE SECOND SELECTION

Amanda Howard

