



THE GLOBE

VOL 46

NO 1

APRIL/MAY 2020



Sadly: all the cars at the TROC Rally 2020

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)

Contact: Editor@TROCltd.com

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 3-4 working days. Please be considerate and telephone between 18:00 - 21:00 hours UK time (Bob Hobbs not Sundays unless urgent).

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

IMPORTANT NEWS - PLEASE READ

Dear Members,

Strange times indeed! We hope you are all keeping well, staying safe, and that the restraints of self-isolation are not dragging too heavily on your spirit. **Most of all, however, we hope that those of our members and their families who are keyworkers, and are still working, especially those in the 'front line' health and related services, manage to avoid the virus, despite your added risk of exposure.**

As you see from our front cover - predictably enough - we have cancelled our national Rally planned for July 17th; or rather, pushed the organisation and planning forward to Sunday July 18th 2021, so that the work done so far is not wasted.

Our **AGM** is a slightly different matter. Under the normal terms of our constitution, and the rules of limited companies, we are obliged to hold an AGM; but clearly the present emergency prevents us coming together physically at the moment. The Committee is investigating whether it is better to defer the meeting until a time when we can all travel again, or to make use of on-line conference facilities so that the meeting can be held from home, electronically. We shall make a further announcement in the June Globe.

Membership Renewal time deferred: please read carefully the announcement on the next page. We have decided to delay our membership renewal this year, until it becomes clearer how things stand. There will be a further announcement in the June Globe, and details of this decision are explained overleaf.

Spares are also mostly on hold - see explanation overleaf.

Remember that on our website, at www.TROCltd.com, we have back-copies of all the Globes since 2012 which you can download and peruse to while away your time. We have created an ***INDEX TO GLOBE ARTICLES SINCE 2012*** - details of this are in the following pages, too.

This edition has been delayed by the need to establish our situation and bring you the news of Club matters as clearly and fully as possible. We apologise for any inconvenience.

Editor

Our cover pictures for this issue:

Front – The entrance and parking field at Avoncroft Outdoor Museum, sadly bereft of any Razoredges, as it will remain until July 2021.

Rear – Jamaica Inn, on Bodmin Moor in Cornwall, some time in the early 1960s. Outside on the road stands a maroon TDB. Discover all we know of this on page 22.

SPARES OPERATIONS SUSPENDED (mostly)

We regret to say that the restrictions imposed by the coronavirus social distancing rules force us to suspend our Club spares operations until further notice.

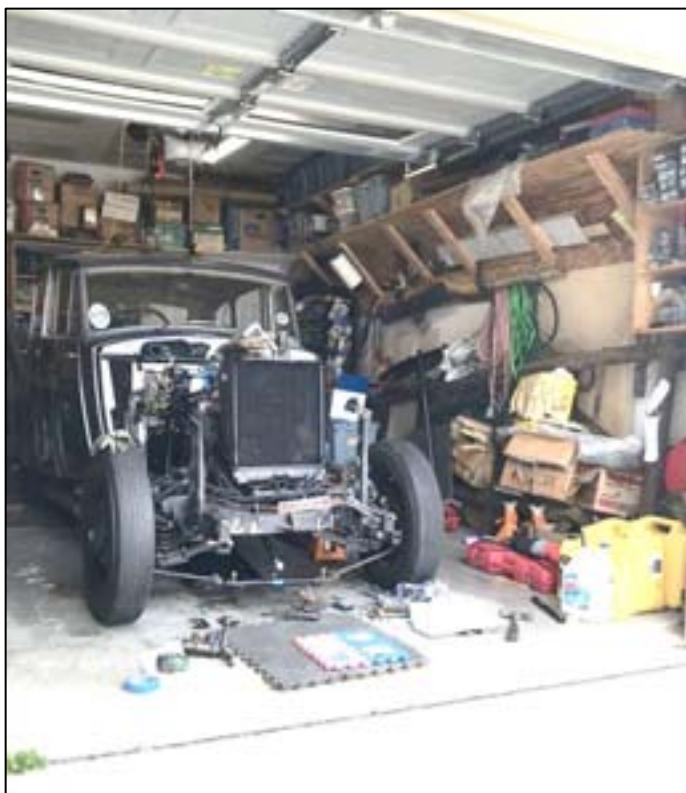
We fully realise this is extremely disappointing. Just when many members might have time on their hands, and be able to take on projects on the cars, we are unable (for the most part) to supply you with parts you might need.

The reasons are that our normal parcel delivery services are not making collections from private addresses, and both our spares holders are in vulnerable groups and must avoid all non-essential outings including visits to the post office.

You are still welcome to contact Bob Hobbs or Chris Hewitt and discuss your needs. Some small items might still be able to be sent, and it may be that we can find volunteers or make other arrangements to get parcels collected or taken to the depot. If we are aware of your needs, then when restrictions begin to lift, we shall be ready to take what actions are possible. We shall make individual arrangements depending on the items concerned, and the spares officers will arrange when payment will be requested, on a case-by-case basis.

We are still a long way from knowing how the raising of restrictions will be arranged, and what will become possible on what dates. We'll clarify the situation as soon as there is any news - hopefully in the next edition.

We thank all members for your patience and understanding. We are doing all we can, and will continue to do so as the coronavirus emergency continues.



Left, Terry Telke's limousine TDC 2060 LIM undergoing work, February this year, in America. No spares from us to help him - but then we couldn't anyway, because our insurance will not cover us for sales to America or Canada.

This is a disappointing situation, but for a club of our size, it is beyond our means. Our American cousins, however, have resources of their own and are generally well-supported by American engineering skills and ingenuity; there is also a thriving 'Triumphs of America' register which shares information and resources.

There are around thirty known Razoredges in the States, and an additional one this month - TDB 6143, which was MLU 795 whilst it resided this side of the Atlantic. The car is going to Florida, and we shall have more news of the new owner and her previous connections with the Club in the next edition.

Image with permission of Terry Telke

MEMBERSHIP RENEWAL 2020: WHAT WE ARE DOING, AND WHY

The Committee has been discussing the best way to manage the club's membership renewal for 2020, in the light of the consequences of the coronavirus restrictions. Our aim is that in the long run, when restrictions are eventually lifted and the economy is recovering, we are in the best position to be able to continue to support our membership in the use and maintenance of the cars, and pursue the other aims of the Club.

The difficulty is in knowing how long this is likely to take, and how many of our members are worried by income and job uncertainties.

What we have decided is: NOT to ask for your annual membership renewal at this stage. We shall 'wait and see' and by the June Globe we hope to be able to arrange membership renewal from a position of greater understanding; or we can make a further deferral until August if necessary.

If members DO WISH to pay their renewal subscription now, that's fine. You might, for example, have a standing order which makes the payment on May 1st each year, and have no need to change it. This is why we have included the membership renewal instructions in this Globe - so that if you WANT to pay now you can do so.

New members who have joined since January 1st have already paid for the year ahead - that is, all members from number 1254 to 1261, plus member 1251. (If you have already pre-paid for 2020-21, this is stated on your membership form.) Thank you!

There is no change in the membership fees this year: for those who prefer a printed and posted newsletter, it is £30 in the UK, and £35 overseas; for those who prefer an email attachment newsletter it is £20 world-wide.

The one thing we need to be sure of is that we don't lose members as a result of any financial uncertainties caused by the coronavirus. Members who have doubts about how their finances are going to come out, at the moment, might decide they have to leave if we asked you to pay now; so we are extending all memberships. We don't want to lose you! By June, or perhaps if necessary August, we should all know better how we are doing and whether any further special consideration is necessary.

In the last issue we began a discussion of how best to reorganise our spares, and our organisation, to meet the needs of the years ahead. This discussion process is also 'on hold'.

THE DEMISE OF TRIUMPH WORLD

We are saddened to learn that *Triumph World* is to cease publication after the next issue. This splendid journal was started by the late Tony Beadle in the 1990s, and has enjoyed a good relationship with the various Triumph clubs, including TROC. Our Historian and publicist, John Bath, has contributed several articles to them, and they have always been helpful and generous when there have been articles they've published which we felt it would be good to reproduce, in whole or in part, in the Globe.

The final issue will come out on May 15th and will be dated as 'Summer 2020' rather than the month, so that it will be able to linger on the shelves until the last copy goes. Our members might like to purchase a souvenir copy as a memento.



THINGS TO DO WHILST STUCK AT HOME

We have heard of a Spitfire owner in Dorset who took his car out for a spin, was stopped by the police, and has had his car impounded - so please resist temptation, unless you have a real “essential journey” justification and your car is garaged at home.

Are you aware of the Facebook Renown Restoration Group? Many people are very wary of Facebook, and there are undoubtedly genuine causes for concern in the way this social platform has operated in the past. However, if used with awareness of what it is and where you are, it can serve many useful purposes; and during our ‘lockdown’ period of social isolation, some of these are very valuable. It gives you the chance to communicate easily with anyone you choose to ‘friend’ whether they are others from your local community or relatives and friends now far-flung around the world. You don’t have to post anything if you don’t wish to do so, but if you do, your post will be seen by those you have accepted as ‘friend’ - depending on your privacy settings. ***This is the thing to be careful with.***

Although you may be sitting in the privacy of your own home, and it might FEEL very confidential and private, you must remember that whatever you post onto the internet could be repeated on to others, and from there to who knows where else. If you’re aware of this, however, and take care never to post anything which should really be kept confidential - then it’s a fine chance to share ideas, pictures, and jokes. Plus, of course, pictures of kittens or dogs doing daft things. If you need further reassurance or help in setting it up, by all means give the editor a ring - 01304 812 511.



The **Triumph Renown Restoration Group on Facebook** is a forum for the exchange of news and ideas connected with our cars. It’s not run by TROC, but several of our members including your Editor keep an eye on it and occasionally contribute. Definitely worth a look.

You could always polish your car again. I suspect that when restrictions are finally lifted, any classics you see are going to be so shiny they will be a dazzling hazard, if the sun is out.

Have you contributed a picture to our calendar competition? Why not search through your car pictures and see if there’s one different enough, or intriguing enough, to vie for a place in the TROC page-a-month calendar for 2021? Details are given on page 17.

Have you considered **writing an article for The Globe?** It could be an event with your car, or reminiscences of your first encounters with a Razoredge. It doesn’t have to be a literary masterpiece; we can edit where necessary. It needs to have some Razoredge content or relevance, but we do have an occasional series called “***My other car is a...***” where you’re allowed to talk about a different make, related in some way, and draw comparisons. Anything considered!

Finally - competition time. Grab a sheet of scrap paper and see how many words you can make from the letters of RAZOREDGE. Four or more letters, please, and no words that would normally require a capital letter because they are proper nouns. Send your list to the Editor (email and postal addresses inside front cover) to arrive by May 25th. There will be three prizes: one for the longest list of words; one for the longest word; and one for the best word found by fewest other entrants. *You are on your honour NOT to use a computer, tablet or smartphone for anything other than checking a word really exists, as you would a dictionary.*

GLOBE ARTICLES INDEX: WHERE TO FIND IT AND HOW TO USE IT

We have for a long time had a need for an index to all the articles which have been published in the Globe over the years, and now at last it has been created.

The need comes from several directions. Some members have specific technical questions they wish to look up. Others might wish to trace a particular rally they attended, but can't work out which year it was. As editor, I often needed to find an article I knew we had published, but in order to do that I had to search all through the heap of old copies - very inefficient, and very time-consuming.

What we have created, therefore, is a spreadsheet which lists every article, every appearance of a car, and keywords to help readers find any topic which might be of interest. There are **category column headers**, so that if you're looking for old photographs, or articles relating to the history of Triumph cars, then you can sort on that field and show just those issues.

To find this index, go to our website (www.TROCltd.com) and go to the 'Globe' tab. In the text above the Globe covers, you'll find a link which should open the spreadsheet for you. (You don't need to have Excel, or to be an expert in spreadsheet use; most of it is very intuitive.)

GLOBE Date	Article Title / Subject	Keywords	Technical	Old photos	Individual Cars	Car for sale	Triumph history	Member accounts	Classic Car Event	TROC rally	TROC management	FBWVC	Children	Abuse of cars	Triumph Adverts	General Interest	Humours	Post Cards	Mark Cover	Author / contributor / related people	Cars involved
Oct/2015	Practical Classic online course	servicing, MIG welding, body repairs	1																	David Wilkins	RPC 144 TDB 6837 DL
Oct/2015	Cambridge car show	Land speed record car			1															William Tucker	TDC 2404 DL
Oct/2015	Car found in Limoges	Car found in Limoges			1																
Oct/2015	Christmas gift suggestions	Club Memorabilia											1								
Oct/2015	Tool kit	Full detail of Rover tool kit	1				1													Dick Mower	
Oct/2015	DCI and p/ve over White GFT and Raceridge	DCI and p/ve over White GFT and Raceridge						1												Roger Stone	RMA 300 TDB 5605 DL
Oct/2015	Raceridge and Riley showing	Coast Transport Museum, Triumph scooters, Triumph history, Triumph Super 7 ERRL, Land Warden car ferry, visit to bus members			1		1													Roger Stone, Michael Ashes, Cecil Asple	RMA 300 TDB 5605 DL, JG 475 TDB 6913 DL, JWF 517 TDB 3825 DL
Aug/2015	Florida Raceridge find	two-door Raceridge			1									1						Dave	TDC002
Aug/2015	Sugath lake	DNVA										1			1					FBWVC	
Aug/2015	TRX for sale	Selgrove, TRX, value			1	1															
Aug/2015	Ferret Motors	New York dealership			1		1								1					Ed Coppitt	
Aug/2015	Car prices	comparative car value					1													Classic Car Sales	

If you hold down the <Ctrl> key and press letter F (for FIND), you're given a little search box. Type in there any word associated with the topic you wish to find, and you'll be directed to any occurrence of that word in the Index.

Having found the date of the issue you need, you can then look it up in your own collection of magazine back-issues, or simply click the appropriate edition in the list of Globes on the page. This will cause the relevant issue to download to your 'Downloads' folder, as a .PDF file, and you can read it at your leisure.

You are welcome to copy any article for your own use, or to share with friends on a non-commercial basis. **If you copy any pictures, please include the credit given.** If there is no credit, then the image is owned by the Globe, and you are welcome to use or copy it, again on a non-commercial basis.

If you wish to use any images or text for reproduction in another publication, please contact the Editor. Where we don't own images ourselves, it might be necessary for you to seek your own permission.

NEWS OF OUR CARS

I recently heard of a dismantled Razoredge being moved out of someone's garden shed, not far from where I live in Kent, and sensing a possible story for the newsletter I volunteered to come and help move it, in return for taking some pictures. It transpired that the car, an early TDB first registered in Wiltshire in June 1950, had been moved in to the bottom of the garden of a terraced house by coming across the playing fields of a school. An improvised shed/workshop was then built over the car. Since that date, the school had built a high metal security fence all along the perimeter, so getting the car out again in one piece would have been impossible.

What - down there? As unlikely a spot to find a Razoredge as you'll get. It would have been a barn find, if only there had been a barn.

John Lancashire had bought GMW 315, commission number unknown, from a chap in Chatham. It was a non-runner, and John decided to make a complete restoration of the car. It was dismantled and John

proceeded, over several years, to clean, weld up where necessary, and prepare the car for restoration, piece by piece. The chassis was sand-blasted, primed and painted... and then the work slowed, sadly, because John had fallen ill, and then quite suddenly and unexpectedly, died.

Our task was to lift and carry the various parts of the car up this quite steep slope, across a friendly neighbour's garden, up a side access, and out to the road where a flat-bed lorry was waiting to take the parts away. This was no easy task: the garden was much steeper than it looks in the photograph, and crossing the neighbour's garden involved stepping across a water feature and trying to avoid trampling



flower-beds. As many readers will know from strenuous experience, the engine, the back axle and differential assembly, and the gearbox and clutch, are even heavier than they look and are not easy to carry, no matter how many volunteers are in the team. The wings and other body panels are lighter, but awkward. The bench front seat is amazingly heavy! We struggled our way through the task, however, and it was completed without serious injury. In addition there was a petrol-engined compressor and air tank to go, which taxed our tired muscles further, and earned some comments in ripe language before it was safely stowed on the truck.

Only the air compressor and odd bits to go, when the number plate turned up.

Other fascinating items clearly lurked in the garden: there are two very old motorcycles under here. We did not allow ourselves to be distracted into rummaging, however.



Items start to accumulate on the truck. By the time it was finished, piled high with engine, gearbox and body panels, plus that final compressor, I was too weary and battered for more pictures.

Details of the parts now available for sale will be found on the Triumph Restoration Group Facebook page, and also in our FOR SALE pages.

I did pause to wonder if it was right to call this, as many would, a ‘failed restoration’. The owner of this car had spent many rewarding hours engaged on his hobby, and the quality of those pieces he’d worked on shows that he was an effective craftsman. Although it never came to completion, is that ‘failure’? Hardly. The journey, the process, matters equally with the finished article. I would say that GMW 315’s life after its roadgoing years had very significant purpose; and for the parts which will go on to serve in other cars, continuing function and use. That’s good enough.

THANK YOU!

We’d like to thank Bill Brewer of California for passing on a HUGE set of scanned files of the Workshop Manual, Service Instruction Manual, and other documents. They took forever to upload and download - it was not a simple gesture. Bill has recently sold his car, and it is now owned by a Mr Doug Jensen, in Utah.

TDC 3000 LIM: THE STORY

We mentioned in a previous Globe that the bulk of the Limousine models were given commission numbers from TDC 2001 - 2188, and there are just seven exceptions to that. One was the prototype, X497, built probably in March/April 1951. The main series of 188 cars then began in August 1951 and continued through to October 1952. Later, two sets of three Limousines were built in response to special orders: TDCs 2620, 2621 and 2622 LIM were the final three built, for Fergus Fine Motors in New York, in April and May 1954.

Before that special order trio, however, there was another set of three, in October 1953, and these appear to have been built as a special order for British Railways Midland Region. These cars were numbered TDC 2189 LIM, TDC 2190 LIM, and then - since TDC 2191 was already under construction as a normal TDC - the third was given an out-of-sequence number, TDC 3000 LIM, and was registered as **RNK 806**.

The story of the car is taken up by Tom Robinson.

“I have found time to write a few notes about this car.

Although I was able to access the original registration records for RNK series, [Hertfordshire] they were merely handwritten details of when numbers were taken up and consequently of no use to us. I also tried the National Railway Museum at York and also consulted a couple of books dealing with railway-owned vehicles, all to no avail.

The car was later bought by Karl Heinz Klementz from a south London address, I recall, and it was from him, or from the log book, that I found out that the first owner was British Railways Midland Region. It was one of a special order for three limousines, therefore it seems logical to assume that BR also owned the other two from new. As the commission number 2191 had already been taken by a normal TDC, the last limousine had been given the number 3000 which, no doubt, was considered [in October 1953] to be a number well beyond the expected TDC model's production run.

Karl Heinz kept the car for some years, but did nothing with it as he had a fine maroon TDB on the road. When he offered it for sale, he received an enquiry from Russia, but eventually, sold it and a stablemate to an owner in Bavaria. I attach a shot of the two cars in a shipping container. I would not fancy the job of driving the uppermost car into its securing point.”



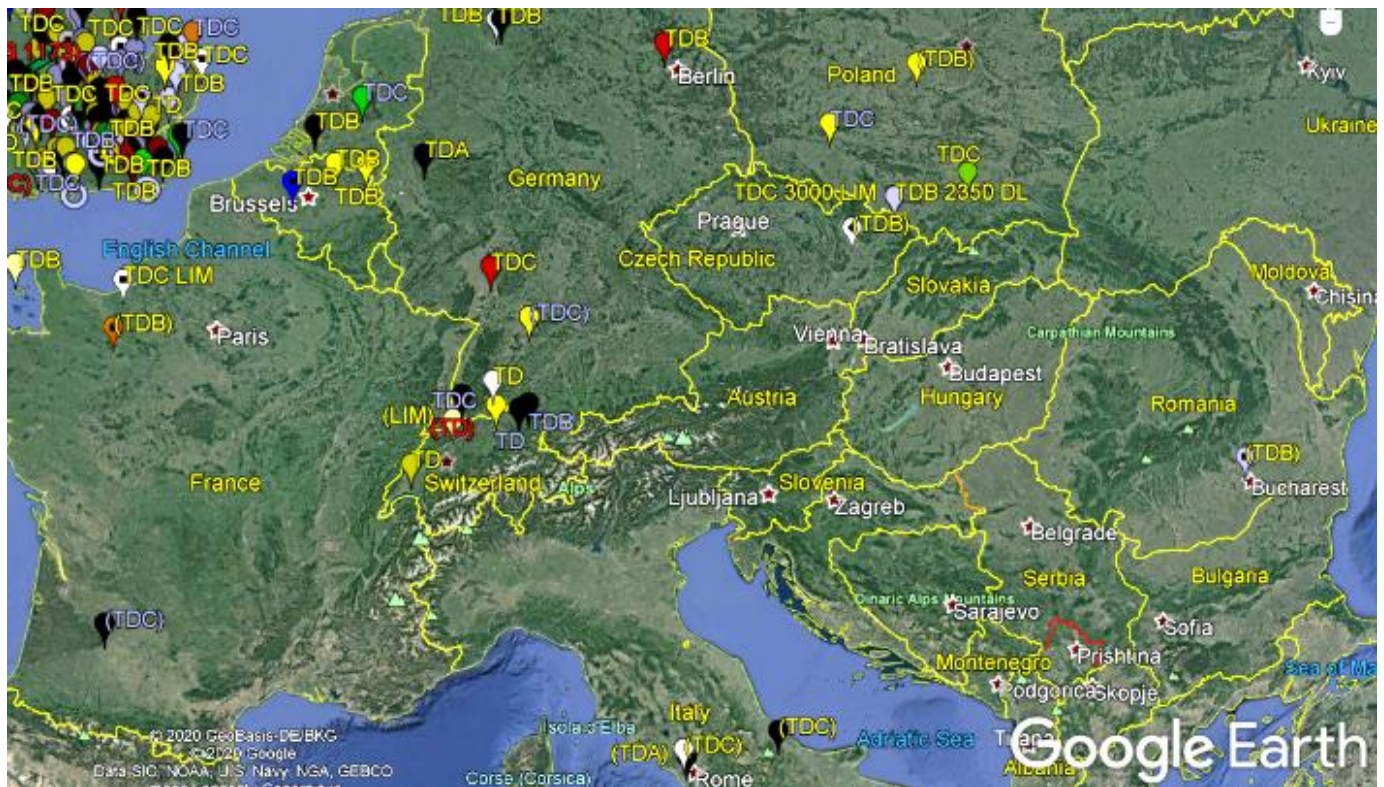
Picture from Tom Robinson

After that we had no further news of the car, but believing it to have gone to a museum, there were hopes it would survive.

In February, however, we were pleased to receive a membership application from Pavel Sedlbauer, in Ostrava in the Czech Republic. I know some people are apprehensive about central European countries - we know where we are with France and Spain, Italy and Germany, but Poland, Latvia, the Czech Republic, Slovakia, Romania and so on - they all sound a bit more ‘foreign’ and are much less well known to us. You could easily write down ten simple facts about France; but how many could you manage about the Czech Republic?

This apprehension and ignorance is, however, not at all justified. The Czech Republic, in particular, has a lot in common with the UK; as a cosmopolitan nation with a reputation for tolerance and religious freedom. Jan Hus, 1372 - 1415, was a church reformer whose teachings led directly to the Protestantism of Martin Luther, John Wesley, and the broad-mindedness of Anglican principles. Today, the UK and the Czech Republic are the most secular states in Europe. Our languages are also rooted in very much the same sounds; to learn each other's languages, there is no need to acquire new vowels or consonants.

It's also a mistake to think of it as being very far away. In 2011 I drove to Prague and back - and it's significantly shorter than driving to Provence or Perpignan.



Be all that as it may, on the map above you will see the distribution of our members and other known Razoredges in Europe. Over at the far end of the Czech Republic are three markers: the one in brackets is a non-member, Tomas Malan, whom we hear about from time to time; and above that, the two cars of Pavel Sedlbauer.

The sharp-eyed amongst our readers will already have spotted that one of those two cars on the map is TDC 3000 LIM. The long-lost limousine has resurfaced, and is in need of a little care and attention. Museum life doesn't suit cars; they often look good, but getting them back into a suitable state for road use can involve a great deal of work.

In the picture, the middle car of the three is the limousine, in black as originally built; and the nearer Razoedge is TDB 2350 DL, Pavel's second car.



There are one or two more things we'd like to learn about the car. Bob Hobbs has spotted that there is no radio aerial on the roof, and our understanding was that a radio was fitted as standard on all the limousine models. Pavel has also supplied us with a picture of the other two identification numbers found on Razoredge bodywork. Tom Robinson explains these:

“One more fact concerning identification plates attached to these cars: the JAL number seems to mark the cumulative model number, i.e. the 191st limousine.

The six-digit number is Mulliner's body number.

TDC 2621 LIM in the USA has an identifying plate numbered JAL 194, so this seems to make sense. Can anyone throw light on the significance of the letters JAL?



Images from Pavel Sedlbauer

Bob is quite correct to say that as a radio was fitted as standard equipment, the limousine version did have a centrally-mounted aerial.

Regards, Tom.”

If other Limousine-owners around the world would like to share their cumulative model number with us, that will enable us to confirm the numbering theory; and if Pavel is able to examine the roof and under-dashboard area of TDC 3000, it would be interesting to discover if there was ever a radio fitted.

Our especial thanks go to Pavel and all those who have contributed to this account, for helping us raise our understanding of these rarest Razoredges.

OUT AND ABOUT

On the cover of the February issue we reported the rediscovery of ex-Chairman Ed Lacey's Razoredge, looking immaculate, in the Netherlands. The owner, Pierre van de Luytgaarden, has now joined the Club and has updated us on the progress of his car, as follows:

“The seal you've send me a couple of weeks ago has found its place in the rear axle. We have already driven out a couple of times with the car, and everything is working fine. No leaks or problems have occurred so far.

The engine and the gearbox have been overhauled, and the difference is absolutely noticeable. The seal was the only part we were in need for at the end.

So, thank you again for the delivered part. I will keep you posted with any news.

Best regards, Pierre van de Luytgaarden



Picture by Pierre van de Luytgaarden

We are delighted that this car has survived in such splendid condition, and also that the Club has been able to support its maintenance. In these days of anxiety and inactivity, this news is a ray of sunshine.

March 12, 1952.

Motor

The Triumph 2-litre Limousine

A Well-made Motorcar Equally Suitable for Chauffeur or Owner-driver

THE Triumph Limousine, which was first introduced in 1951, is designed for a specific and somewhat limited purpose.

The ability to maintain a professional driver does not necessarily carry with it either the financial means or the desire to possess a large and powerful vehicle. The idea of creating a body style in which the backseat passengers can seal themselves off from the front compartment has several attractions, notable among them being the extra silence and general detach-



SMART CARRIAGE.—The dignified external lines of the 2-litre Triumph Limousine are similar to the better-known saloon model. Recently the wheelbase of the latter has been increased so that both types now use a similar chassis.



TRADITIONAL LINES have a functional aspect, both side-lamps being visible to the driver through the large windscreen.

ment thus gained, together with a degree of privacy which permits conversation to be maintained without the knowledge that the driver is automatically involved in the process.

Possession of a compact five-seater following the limousine pattern might well make one car adequate where two vehicles had hitherto been used. The business man, wishing to be driven to his office, can send back the car for the daily domestic tasks and at the same time have at his occasional disposal a dignified carriage suitable for transporting himself and his colleagues to meetings and conferences. Similarly, the Triumph when owner-driven provides, both in size and appearance, an attractive weekend conveyance carrying up to five

passengers and their luggage with a degree of performance which up to the time of the commencement of the second world war would have been regarded as the prerogative of the sports car.

It must not be imagined that all these advantages are gained without some slight sacrifice. The bench-type seat which is shared by the driver and front seat passenger is non-adjustable and fairly upright in its stance. The car now under review was driven for several hundred miles by a six-footer without any signs of cramp or discomfort but it must be confessed that anyone abnormally tall would do well to study the driving position before placing an order. By way of compensation, the upright seating gives extremely good visibility, particularly in fog, and in fact when some passengers were observed to be on foot guiding their drivers it became possible, aided by a good foglamp, to proceed quite rapidly and with comparative ease.

The owner-driver will soon discover that the Triumph revels in fast, open-country work. Contributing largely to this is the Laycock-de Normanville overdrive which is fitted as an optional extra and which, in our opinion, fully justifies the increased cost.

For those not familiar with this overdrive system it should be explained that a train of epicyclic gears is brought into action by a hydraulically-operated cone

clutch. The method of engagement is extremely simple. When, and only when, the car is moving in top gear, it is merely necessary to raise the steering-column gear lever an inch or so towards the steering wheel. No footwork is required and surprisingly enough the smoothest change is made when the engine is pulling hard. This alters the top gear ratio from 4.625 to 3.6:1. Changing down is again a simple affair of depressing the gear lever; with these twin top ratios the driver can achieve full power uphill and down dale for miles on end. A minor disadvantage occurs if it becomes desirable to change into second gear from overdrive because the lever must first be pressed down to its lower position; but in due course the owner will become accustomed to this.

Wide Ratio

The Triumph Limousine is a good example of the several 4-cylinder British cars which will benefit greatly when, it is hoped in the not too distant future, higher grade petrol returns to the pumps in this country. The gap between bottom gear and second as well as the subsequent ratio discrepancy is fairly wide and the increased performance which can be expected on high quality fuel will most certainly do much to bridge what is at present a certain inflexibility. There is also a tendency for the engine to pink at full throttle under heavy load.

GOOD QUALITY fittings, with veneered walnut facia and trimming, are features of the driver's compartment. Instruments on the car tested proved unusually accurate.



REAR-SEAT passengers, divided from the driver by a partition with sliding windows, derive comfort and pleasure from fine upholstery and woodwork. There is a conveniently-placed radio set in the light and roomy rear compartment.



WHAT'S ON: RECENT AND FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

If you know of a good event in your area, please recommend it. Emails to the Editor.

If you are out in your car – 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. **This appeal is world-wide, like our membership.***

**Sunday 26th April
2020**

***Don't-Drive-It
Day***

Razoredges scarce
everywhere!



Sadly, not a lot happened - but see Brian Wade's account, opposite.

Sunday 19th July



No
Razoredges
present

This year the TROC Annual Rally will not take place. Plans have been provisionally pushed back to Sunday 18th July 2021.

IF restrictions are lifted by then:

**Monday Bank Holiday
31st August 2020**

Gosport Vehicle Rally, at Stokes Bay, Gosport. Fine views across the Solent, the Pebble Beach Café nearby, and a good-cause fundraiser organised by the Rotary Club of Gosport - our member Andy Breckon is part of the organiser team. **If there is much interest from TROC members, we could make it a Club entry and have our own marquee and stand, as well as reduced-price admission. Please let me know if you might attend.** I have copies of the application form, which I can send to you. Further news in the June Globe.

**Sunday 13th
September**

Kent Classic Car Show at Aylesford Priory near Maidstone, ME20 7BX, 10am - 4pm, including autojumble. Contact 01732 840 787 if you're intending to take your Razoredge.

**12th-13th September
19th-20th September**

The Heritage Open Days will have free admission or special events happening at historic locations all around the country. A great day to visit somewhere in your Razoredge, or to take part in a display or run.

**Sunday 27th
September**

The Manchester Museum of Transport is the home of the Manchester Group of the **Standard Triumph Club**, and they will be having a display of various Standards and Triumphs on this date. Members wishing to broaden their knowledge of the range might like to consider visiting? 10am - 4.30pm.

DRIVE-IT DAY BLUES

By Brian Wade

What to do, when Drive-it Day comes along and the sun is shining, normally a big incentive to take our cherished vehicles out for a spin? Not possible this year, because of the coronavirus restrictions which prevent us from taking unnecessary journeys.

I decided that to mark the day I would open up the garages and drive all the vehicles that I own a few feet at least. I maneuvered them back and forth and indulged my vanity by posing them for a photograph, which I enclose. You will see TDB 3893 (built 1951); a JBA Javelin (based on a 1976 Ford Capri); a 1993 Chevrolet Camaro; a 1998 Jeep Cherokee and of course our trusty 2013 Skoda just had to poke a bonnet into the picture. Here's hoping that we can be released from this lockdown soon and that our vehicles can be back on the road where they can be truly enjoyed.



Picture courtesy of Brian Wade

We congratulate Brian on a fine collection of cars, and we can well imagine the pleasure of driving each of them - if only it were allowed! One day. (Would anyone like to hear more about that JBA Javelin?)

I'm very much hoping that when the first stage of release from lock-down is permitted, and official suggestions are made about the sort of things we can return to doing without significantly increasing the risk of passing the virus around, that one of the activities they'll suggest will be a family drive out in the car. I have lobbied the FBHVC to see if they'll take this up for us.



E10 fuels consultation: FBHVC position statement.

On Wednesday 4th March 2020, Her Majesty's Government published a [consultation](#) on proposals to introduce E10 petrol as the standard for fuel across the UK. The lead proposal would introduce a minimum ethanol content of 5.5% for standard 'premium' fuels in 2021, whilst - and this is important for historic vehicles - maintaining the current E5 blend in the 'protection' grade.

The consultation seeks views on the proposed mechanism, definitions and derogations. It also includes a call for evidence on potential changes required to existing policy mechanisms (including targets under the Renewable Transport Fuel Obligation) following an introduction of E10. The consultation will run for six weeks, closing on 19th April and the FBHVC have received a formal invitation to participate in the consultation and have confirmed our intention to do so.

The reasons given for considering the introduction of a standard of fuel containing up to 10 per cent bioethanol, centre around attempts to make significant savings on carbon emissions as the government makes attempts to meet its climate change targets.

Typically, fuel companies currently blend petrol with up to 5% bioethanol and diesel with 7% biodiesel. The government have a target to ensure that 9.75% of all transport fuels must come from renewable sources by the end of this year under their "Renewable Transport Fuel Obligation". The government believe that a move to standardising E10 fuel will be equivalent to taking 350,000 cars off the road each year. The Department of Transport estimates that this may cut CO₂ emissions for transport by 750,000 tonnes per year.

E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may also dislodge particles on older fuel systems causing blockages.

There are other challenges facing the roll-out of E10 fuel aside from compatibility. As published in Federation News, Issue 1 2020, we understand that the only UK refinery for the additive has closed and the environmental costs of shipping additives from other parts of the world negates any environmental benefit.

The Federation note that the government, in previous consultations on the matter, have recognised that historic and cherished vehicles are not advised to use fuel with these proposed levels of bioethanol. The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and we will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

In September 2019, compulsory fuel labelling was introduced to ensure that consumers were informed of the contents of the fuel they were using on the forecourts, their environmental impact and a fuel's suitability for a particular vehicle. It required a new set of fuel labels which were harmonised across Europe. E10 petrol is used elsewhere on the continent and is particularly prevalent in France and Germany, where it is also offered alongside E5 grades.

REMINDER: CALENDAR 2021: INVITATION, OPPORTUNITY, CHALLENGE

When selecting our back-cover image for this Globe, it struck me what a perfect picture it was for showing the splendid colours of an English Autumn. The contributor, our member Graham Sinagola, has an eye for a natural setting, and we have used his pictures before - you might remember his spring daffodils, or the autumn mists of 2015, seen again here.

Thus, an idea crept into the consciousness. How about a calendar, a month to a page? I'm certain that between us, the photographic talents of our TROC membership can provide twelve first-class pictures of Razoredges through the seasons.



I have enquired from our printers and they assure me that they can run off our compilation in calendar form, as illustrated on the left showing Dirk Devogeleer's TDB in the snow, for around £5 each.

I rather imagine that a number of members would enjoy having such a calendar, and even more so if your own car were to be one of the selected images.

Your challenge, therefore: to take a photograph of you car, preferably in a seasonal setting, and submit it to editor@TROC Ltd.com . It could be at any stage of the coming year, because we shall need pictures suitable for each of the twelve months. You may submit as many pictures as you wish, but I shall only use the one best image of each car, in order to be as fair as possible to all contributors. Pictures not used in the Calendar might still find an airing, of

course, in the pages of the Globe editions during the year. In November next year your Committee will make the selection of final images, and we shall produce the TROC Calendar in time for sending out with the December Globe to all those who order one.

We shall need good high-resolution pictures, but modern smartphones should be good enough.

On the right, Chris and Sue Burgess's TDB in a high-summer picture - for Australia, at least!



ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and **to inform the editor when items are no longer for sale, or no longer sought.** Email editor@trocltd.com.

Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.

TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of parts or cars to your requirements.

FOR SALE: TD 3268 first registered 11/11/48, KLD 353. Currently dismantled with the body off. Chassis partly restored. Dry stored near Henley on Thames. Offers to Patrick White 01628 621718 or 07759 483553,



FOR SALE on the right, in the USA: Tony Azcona in Idaho is selling this 1947 TD and hoping for around \$9,000 - at today's exchange rates, £7,225.



FOR SALE: TDC 2523 DLO, SRS 306 in Chris Hamilton - this car was advertised in Car and Classic, and the pictures may still be there if you search their catalogue. Enquiries please contact

SOLD

FOR SALE: We have been contacted by Belinda Manning, who is trying to arrange the sale of this car on behalf of her parents. Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5406 DL. We have some pictures, seen below, and I'm told the car is drivable at the moment though it needs attention on one or two points. If anyone is interested, please contact the Editor and we can put you in touch. The car is located in Banstead, Surrey - between Croydon and Leatherhead.



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; keith.gulliford@talktalk.net.

FOR SALE: TDB 986, LKB 435, in generally poor condition, is advertised for £3,000. This is an intended restoration which belongs to ex-member Stirling Beauchamp, whose health now requires the sale. The car is in the Tewkesbury area. Contact Stirling on 07886 297 410.



FOR SALE: one remaining white Razoredge from member George Wyatt, of Barnsley. He has been operating a wedding car service, but is retiring and the cars have to go. Two have sold, and one remains: a 1949 TDA in Brilliant White, GSV 949. For further details and price, please contact George on 01226 752 830. As you would expect with wedding cars, it has been well-maintained and is generally immaculate in appearance.

FOR SALE in USA:



WMF 220, TDB 3738 DLO. "My stepfather purchased this car from Derbyshire in the UK in August of 2005. Since coming over, the car had been kept in a garage at all times. The car runs well, it starts right away. The car was driving short distances often while in my mother's possession. Through the information my stepfather gaining when purchasing the car, it was driving on occasion and kept indoors as well. Moe, as the original owner named him, has been handled with care and treated well. I have inherited the car this year and am looking into selling it simply because I am not at a place in my life to be able to enjoy all that owning a classic car has to offer. "

(From Tara Copeland, in 2017, when it was advertised for \$16,500 or better offer.)

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; starting handle, rubber headlight gasket, globe badge for bumper 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; email.



FOR SALE: TDB 2093 DL, MAR 521, first registered 15th September 1950. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. 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 or Email sue@sdalton.plus.com

FOR SALE: A club member, Ruskin Spiers, is 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 email is: .



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.

Have you ever advertised in the 'Globe'? If so, the advertisement may still be carried in each issue. If you've still got the item to sell, or still wish to buy what was wanted, that's fine - we will continue all advertisements indefinitely if they are still 'real'. **However, if the item is no longer for sale or wanted, PLEASE tell me.** Email is easiest, and the contact details are inside the front cover.

As a reward for getting this far:

When Nelson died, he was five feet tall.

However, the statue on top of Nelson's Column is fifteen feet tall.

That's Horatio of 3:1.

JAMAICA INN AND A MAROON TDB: OUR BACK COVER PICTURE

Jamaica Inn is on the old A30, between Bodmin and Launceston, in Cornwall. It was so named less because of the smuggling of rum from Jamaica than because the local landowners, the Trelawney family, had provided two Governors of Jamaica in the mid-18th century, when the Inn was built (1750).



The young Daphne du Maurier and a friend were out riding on Bodmin Moor in 1930 and became lost in a thick fog. The

horses took them back to the safety of the Inn, and whilst recovering she was regaled with smuggling stories by the local rector. She had already written other books, but *Jamaica Inn* with its storyline of

smuggling and adventure became her first major success, published in 1936; she went on to write *Rebecca*, *Frenchman's Creek*, *My Cousin Rachel*, and - not many people know this - *The Birds*, one of three of her books made into films by Alfred Hitchcock. The 1939 film version of *Jamaica Inn* starred Charles Laughton and Maureen O'Hara, and involved a revised ending which du Maurier very much disliked.

The du Maurier family has left two other incidental marks in history: the brand of cigarettes which some readers will remember were named after her father, Gerald du Maurier, a noted stage actor; and her husband, Major Frederick Browning, commanded the first airborne division in the Arnhem insertion. He is credited with originating the phrase 'We may be going a bridge too far' in a planning meeting.

The *Jamaica Inn* story has been revisited by a TV film version starring Jane Seymour in 1983 and a BBC three-part dramatization in 2014. The present proprietors of the Inn naturally make the most of the



Jamaica Inn today, courtesy of Google Street View



connection, and they have a Daphne du Maurier memorabilia room from which some of these pictures have been taken, by kind permission. Although the Inn is presently closed because of the Coronavirus restrictions, they keep a fine table and a visit is heartily recommended to any Club members who find themselves in the West Country. If you visit in your Razoredge, please take the time to send us a matching picture recreating our back cover.

Notice that the solid double white lines from our cover picture have today been replaced with a single line. That is because the A30 at this point has been re-routed around the other side of the Inn, by-passing the little hamlet of Bolventor, taking the speeding traffic away and making the old car-park into a pleasant

outside eating area. A new car-park has been created to the left of the Inn as we see it, but there were no Razoredges present there when the Google Street View camera car passed.

Double white lines forbidding overtaking were first introduced in 1959, and this helps date the cover picture to the early sixties. The other cars in the inn car-park confirm this. The maroon Razoredge, however, is an early TDB from 1950. We can tell this because the rear bumper lacks the chrome bars above and below the registration plate box and rear light assembly. As mentioned in the previous edition, some of the first TDB models were produced like this. Tom Robinson tells me that he has amongst his personal spares collection a set of factory-supplied over-riders like these, still in their wrapping, with no holes for the normal bars to be fitted.

Apart from that observation, we can tell you very little about this car. The registration plate is not sufficiently clearly defined to be read, and naturally we have no way to trace the commission number or other details of the owner.

FOOTNOTE: THOSE WE HAVE LOST IN RECENT MONTHS

The past year has been a sad one for some TROC families.

Last year in July we lost **Barrie Taylor**, of Rochdale, who had been ill for some time.

In 2017 Mary and **John Duff** joined the Club, and attended one Rally weekend; sadly early this year John died. The car remains in the family, because it and John's membership has been taken over by his son, also John.

Mr A Polin, of Charlton in London, has also, sadly, passed on, in December 2019. He had been a member since the 1980s. His wife remains a member, and will be keeping on not only FFK 467, TDC 40 DL, but his Harley-Davidson.

Finally we must mention **Robert Workman** whose son James bought their car NXU 718, TDC 1556, for his father, and which provided much interest and activity for Robert during his last year. This car is now advertised in our For Sale pages.

The club extends its sympathy to all family and friends in their loss.

