



THE GLOBE

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A perfect activity for a perfect day.

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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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 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

Dear Members,

Welcome to the August edition of the Globe. You will find within some recollections of the early days of the Club, which will bring back fond memories for a few, and will inform more recent members about the nature of our organisation in the early days. It is important, I think, to have a sense of the history of any club such as ours, where continuity and the preservation of valued classics is foremost amongst our aims.

On a related theme, we would like to give a warm mention to the small but growing number of our members who have remained with the Club even after having sold their cars. You are a testimonial to the fact that we are a social group of friends, as well as providing spares and technical support for Razoredge owners. I'm occasionally surprised to hear people apologise - 'I'm sorry, I haven't actually got a Razoredge, but - ' and I want to make the point that to have an *interest*, or to remember past ownership fondly, is perfectly satisfactory and sufficient reason for membership. You are all valued members!

We also have brilliant news from Zurich: described on pages 66-67, our Swiss member Bernhard Ruest has visited the Technical College where WHK 467's long story continues to unfold. He has also been actively tracking down all the known Razoredges remaining in Switzerland; more news of that in the next edition.

There is also a personal reminiscence of one member's adventures in Razoredge ownership, starting on page 60, and 'My other car is a...Roadster' on page 65.

A special appeal: the **FBHVC SURVEY** has been launched. We urge all our members to take part. On the next page, we explain why, and what we'd like you to do.

[There is also very good news from the spares officers - see overleaf.](#)

Best wishes to all, and stay safe!

Editor

Our cover pictures for this issue:

Front – Lin Hewat relaxing in Barrowden, Rutland. See page 59 for Robin Hewat's account of their trip.

Rear – "Charlie Gosling with the car he took Mary to her wedding in" shared by Jeremy Ray on Fb Group 'Old Colchester and District in Pictures'. It is an Essex 1952 registration. Mary died very young, apparently, but we know nothing more than this picture and that brief glimpse into their lives. Nor is anything more known of this car.

LOOKING TO WINDWARD: HOW ARE OTHER CLUBS MANAGING?

As we begin to learn what “the new normal” looks like, how are other car clubs coping with the changes brought about not only by the virus and its associated restrictions, but by the economic, legal and social changes of the 2020s?



The **FBHVC**, which represents the classic vehicle movement as an umbrella organisation and lobbies for our interests in Government, and of which TROC is an active member, is generally downbeat on most of the issues they are facing. The DVLA lately appears to be making it more difficult to reclaim original registration marks; but the proposed introduction of E10 (higher ethanol) standard fuel has recognised the need for a guarantee of preserving a ‘legacy’ brand for engines which have problems with E10 are accepted; and the increasing numbers of Low-Emission Zones in cities are each being regulated on an ad-hoc basis so that the special exemptions for classic vehicles vary from city to city. There are also problems with the proposed 10-year maximum age for lorry tyres, in that there appears to be no exemption for historic vehicles - where mileages covered are often low, and some sizes of tyre are very hard to obtain. This will not affect us as Razoredge owners, but we know many of our members have an interest in old military vehicles and buses, both of which may be affected.

Amongst our sister car-clubs however, the reports are happier. We are all building back towards more normal activities. **Club Triumph**, which organises the Round-Britain Reliability Run, is still (in their July edition) hopeful that the 2020 event planned for October will be able to go ahead, although it may be deferred until 2021. They also have an extended article with accompanying advertising copy and contemporary reviews on the Triumph 1300, introduced in 1965 and produced until 1980.

We must congratulate the **Roadsters**, who celebrated their 60th anniversary as a club in July. Tim Newing used to be their Rally organiser until last year when he became Chairman. They have recently changed the printing and distribution arrangements for their magazine, so that now - like the Globe - it is printed in full colour throughout. Also like ourselves, they have taken the lost summer rally of 2020 as an opportunity to review their past gatherings, which ties in with their 60th anniversary as a Club. They don't however, have any ‘what's on’ events re-established yet.

The **Mayflower** club is quieter and less active, but their website still acts as a forum for exchanging information about the cars and the club. They and the **Standard** club have maintained their spares operation throughout; ours has re-opened during the past few weeks and our backlog is nearly cleared.

TROC NEWS ITEMS

MEMBERSHIP RENEWAL 2020

Thank you to all those members who have sent in their membership remittance for 2020-21, with the membership details update form, since the June Globe.

May I politely remind any other members, if you have been intending to subscribe, that now would be a good time to do it? Let me know, if you need a replacement form - we have sent two, one in April and one in June, but I will happily send another if it helps.

If however you have been placed in financial difficulty or uncertainty by the Covid-19 situation or the consequences of the lockdown and business closures, then your membership is covered; and we wish you all the best in finding a way through all this. It has affected people in very different ways.

Whatever your situation - *stay safe*.

SPARES OPERATIONS ARE NOW RE-ACTIVATED

We are delighted to say that the TROC spares services are back in action, and our thanks go to Bob and Chris for the substantial work they have been putting in during recent weeks to catch up with the backlog.

We believe things are very nearly up to date. **If you have ordered spares and have as yet heard nothing, please do now contact Bob or Chris as appropriate**, and enquire where things are at.

DO HOWEVER REMEMBER that getting back on track has been quite an achievement in itself; and this announcement may bring quite a surge in orders. If it is hard to get through, or if there are further delays in dealing with orders - please be patient.

DO ALSO REMEMBER all our officers are volunteers, unpaid, and with lives of their own to follow! It's not a shop; they are just car enthusiasts like you, but with sheds full of TROC's collection of spares and re-manufactured parts. Please try to phone between 6pm and 9pm UK time, and not Sundays.

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.

THE FBHVC SURVEY NEEDS YOUR HELP

The FBHVC represents the Classic Vehicle Clubs by lobbying in Parliament on our behalf, scrutinising legislation (like the changes to ethanol in fuel). To do this effectively, they need evidence, and the last survey of car enthusiasts took place in 2016. They had intended to run an update in 2021, looking at our use of our cars in 2020 - but then along came the virus. Our use of our cars this year is NOT normal.

Therefore they have brought the survey forward, using 2019 as the base year.

Please help by going to <https://www.fbhvc.co.uk/2020-enthusiast-survey> and clicking to complete the survey; **OR if it's easier, phone or email the editor and request a paper copy.**

It's quite a lengthy survey - takes about 15 minutes online - but the questions are fairly simple and straightforward; they only need good estimates, not exact figures for spending, mileage and so forth.

FBHVC provides a valuable service, and TROC recommends that you DO take the time to complete this if you can.





TROC AND MY MEMORIES OF THE VERY FIRST RALLY AT THE COTSWOLD WILDLIFE PARK, BURFORD - 22ND AUGUST 1976

By John Bath

Those of us “of a certain age” will almost certainly still recall 1976 for two very different reasons:-

- The long hot Summer that year, which was intense enough to lift or blister new top-coat paint on outside woodwork, and
- The very first TROC Rally in Burford.

Amongst other notable events that year was the very first commercial flight of Concorde (to Bahrain) - plus the launch of the Rover SD1 (to replace the Rover P6 and Triumph 2000 models) and the launch of the Intercity 125 train. In a way, the

Triumph 2000 was the successor model to the Renown, having shared its model name with the intermediate 2000 (TDA) model of 1949 - which bridged the gap between the original 1800 and the Renown.

The Wildlife Park was family-friendly and I have just read that the Park only opened in 1970, so it is celebrating its Golden Anniversary this year, as TROC (founded 1975) also marks its 45th year of existence. The event was greatly anticipated, and the weather was perfect for our cars but as an untried event, the concern must have been: will we have generated sufficient interest and publicity for cars to support this Rally?

Any fear in this regard was proved groundless, as remarkably each major variation of “our cars” was present on that balmy day: 1800 saloon, 2000 Saloon, TDB and TDC Renowns – and even a Limousine, the rarest of all models which many of us (including the writer) were seeing for the very first time. Little did I know at the time that I would be driving this very car – in America of all places - at a Triumph Rally in Texas some 40 years later! This was my ever first drive of a Limousine and I was most impressed – the fixed driver’s seat caused me no “comfort problems” even as a 6 footer.

Cotswold Wildlife Park: Background

The Park was founded by John Heyworth at Bradwell Grove including 3,000 acres and first opened to the public at Easter 1970. John inherited the estate from his grandfather. Due to crippling death duties he had leased out the house and grounds for 20 years to the local health board. By the time he got it back in 1969, the house had fallen into disrepair and the garden was overgrown.

Sadly John died in November 2012, but by then he had handed over the running of the Park to son Reggie who is the current Managing Director. When I recently attended a networking/educational event (in connection with my work), some 40 years after that first Rally, it was somewhat serendipitous that I should meet Reggie Heyworth for the very first time. After having seen Reggie’s name on the delegate list, I quickly made a beeline for him and explained my connection with TROC. In any normal year (unlike 2020), the Park would host any number of Classic Car Club Rallies, but talking to Reggie, he revealed that he recalled our Event very well- he was still at school at the time, but he told me that our Club’s Event was the very first of many of this type of Rally to be held courtesy of the Park.

I approached the Park for Reggie’s further comments for this retrospective issue of The Globe, and their very helpful PR lady Debbie Ryan kindly obtained these words from Reggie Heyworth: "We loved Triumphs in my family, and my mother's favourite car ever, which she owned in 1976 at the time of this

rally, was a very cool burgundy coloured convertible Triumph Herald, which she always used to drive to pick me up from school in and it always felt really cool to be collected in such a car!

"One day, I was left waiting for a very long time to be collected from school and it turned out that my mother had missed a corner on the road and ended up going through a hedge, rolling the car in a field. Apart from a few scratches, she was fine and managed to borrow another car to collect me later on that day. I do wish we had kept it, as it was still the coolest thing to have when I was at University in the early 80s!"

We thank Reggie for these latest comments and of course the chance of meeting in about 2005.

When we returned to Burford in 1977 the English summer weather was back to normal service - it did not stop raining all day!

John Bath – July 2020

We are fortunate to have been in touch recently with several other early members of the Club. The owner of the limousine which John Bath mentions, above, has a workshop manual and other items for sale on page 70, and has asked to be remembered.

Another of the co-organisers of the first rally, John Bates (member number 5), said:

"It's a long time ago, but I remember I had already been to a number of old vehicle events at Burford so it was a natural suggestion when a venue was discussed. It was a kind of consensus decision I think. Back then it was a case of us being an enlightened few, as Renowns were just an old car to many people. The club had a nice ordinary feel to it, for such things as collectability and price values were of no consequence when you could pick one up for around £150 or so. My most amusing incident came around the time of that first rally, when I took my Razoredge saloon to a Triumph Roadster rally and parked it on the field. As I prepared to leave, someone came up to me with a trophy. "You just won the Concours d Elegance" he said. I stared in disbelief, looking at my tired rust-riven motorcar. Why? I asked. "Well there's a prize for the best Razoredge saloon - and yours is the only one which turned up!"

RALLY REVIEW: 45 YEARS OF CLUB GATHERINGS

We note that in the early days, many of the TROC 'family' used to meet at our annual rally and celebrate the progress the young Club was making. Nowadays, we tend to take the Club's existence for granted, and our expectations of high-days-and-holidays have changed: we think nothing of jetting off to Spain or the Maldives or New Zealand, or taking a cruise ship to exotic locations, and so a visit to a country house or open-air museum might seem pretty tame.

Well, Covid-19 may have changed all that. We may have to realign our expectations, and make the most of visits to our own country - how many times have we all said that there are places in the UK we've never visited, but intend to one day? We all know the Lakes, but hidden away in Derbyshire or around Ludlow or in Dorset are absolutely idyllic villages, pubs and landscapes crying out to be enjoyed.

If we are more ambitious, Scotland and Wales hold some of the very best scenery in the world. Forget the Maldives; driving along Loch Lomond or through the Llanberis Pass (right) will give you memories you'll never forget. Better still, we have



Photo from **Origins**, <https://www.origins-photography.co.uk>

members in all those places, and on the Norfolk Broads, and in Devon and Cornwall, in Dorset and in Derbyshire, who have the local knowledge of the very best hidden treasures, the quaintest little villages and roads, and the country pubs with the best real ale and superb food, who can help our rally organisers plan a short road-run for days of pure enjoyment.

Many of us are now apprehensive of travelling by train or boat or plane, in enforced close confinement with large numbers of strangers, so going on holiday by car will be more popular - and why not go by a classic car?

It is quite possible that in 2021 and for some years to come, we can revive the TROC family spirit and reinvigorate our rallies. What a splendid way to get some good from this dreadful virus and its effects on our lives and economy!

With that possibility in mind, let's look back over the last 45 years and see how our previous rallies have gone. Looking back through the complete collection of Globe newsletters which was kindly donated to the Club as an archive by member Craig Pillans, a different mood becomes apparent in those early days. The young club was energetic, and proud of its growing achievements. Although there are several comments on disappointing turnouts of only two or three Razoredges at some meetings, others (quite apart from the main annual rally) had large turnouts, and each year there was a remarkable number of meetings of one kind or another. In 1978, when the Club was just three years old, the October newsletter was able to report on the Standard-Triumph International Rally at Rousham Park, which seventeen Razoredges attended; a visit of two Razoredges to the Keighley and Worth Valley Steam Railway, and three at afternoon tea in Clare, Suffolk; plus a road-run in the pouring rain to Duxford air museum. Some of those combined with Roadsters, Mayflowers or both. The 1979 meeting of the Standard Triumph International Rally was to be at Dearborn in Detroit, and details were given of the £400 all-inclusive cost if members wished to make the 10-day visit. We were a busy bunch, and TROC-related activities mattered.

The first four Rallies, **1976-79 inclusive, were all at the Cotswold Wildlife Park, Burford.** Club Historian John Bath has given us his account of the very first rally, and the Club's ongoing relationship with the management there, on the previous pages. **For the 1980 Rally at Dodington** (first one away from Burford) - Malcolm Bath, the Rally Secretary, organised a driving test event but very few took part. Mostly, he noted, it was the not-too-perfect specimens that joined in. He appealed to know why, in the Sept Globe. "We don't want to be like some posh car clubs where looking concours-perfect is everything, and at the rally they just stand about and look at them. (Is that us?)" Driving tests at subsequent rallies were better-supported. This was the year Ed Lacey took over as Club Chairman after Bob Peters stepped down.

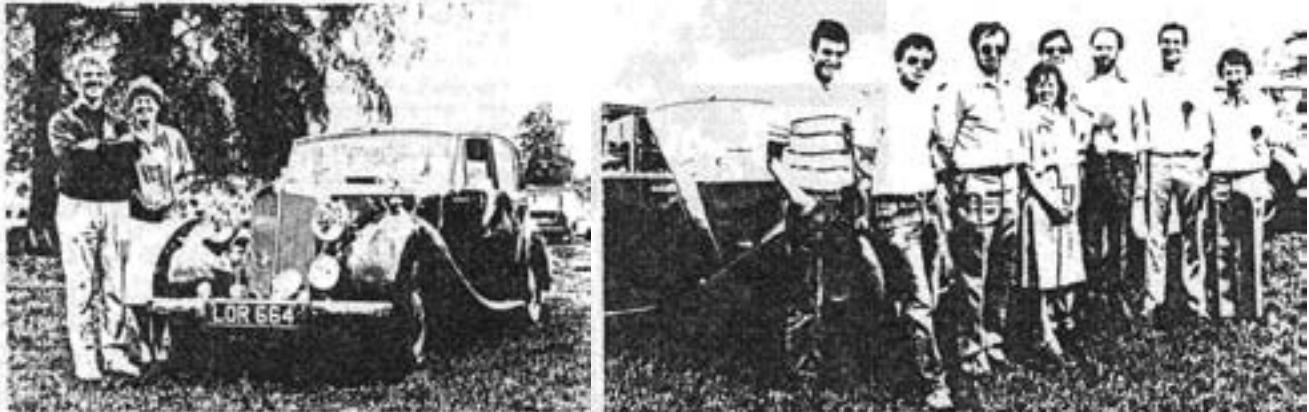
1981 was at Knebworth House, with a dinner at the Thatched Barn on the Saturday evening. The Saturday dinner had become an established feature of the rally by this time, so that the rally planning needed not only to organise the rally venue and events for the day itself, but also a suitable hotel nearby, planning or selecting a menu, and the hotel would naturally want to know numbers, and sometimes menu choices, quite early on; whereas members were not always ready or able to commit themselves. This process could often involve a lot of phoning around and general 'hassle,' and cometh the hour, cometh the - in this case - woman. Jennifer Langton became the social side of the Rally, whilst her husband Stewart was general Secretary to the Club and stock-holder for electrical spares. Malcom Bath (no relation to John) was Rally Secretary dealing with the event itself; but the whole thing was very much a team effort. Ashley Hawes was Technical Officer for all models until Colin Copcutt took over responsibility for the TD and TDA technical advice in



Other meetings during the year:
Bromley Pageant of Motoring, June 1986.

1986; Tom Robinson edited the Newsletter, which was then just a few typewritten and Gestetner-printed pages; and he also maintained the membership records - all without the use of a computer, of course.

The **1982 rally was at Ragley Hall**, and then **Woburn Abbey in 1983**, before two rallies at **Blenheim Palace in 1984 and 1985**; the youthful faces below are from the second visit to Blenheim, in 1985.



Chris Hewitt (current Chairman) with Muriel; and a line of smiling youngsters - can we name them? Pictures by John Bath

For **1986**, the tenth anniversary of the founding of the club, there was a return to **Burford and the Wildlife Park**, and the same venue was repeated in **1987**. In **1988 we visited Sudeley Castle**, and in **1989 Weston Park in Shifnal**. **1990** saw what I believe was then a record turnout at 24 Razoredges present, in a return to **Blenheim Palace**, but there had also been numbers of 20+ in several previous rallies - see the foot of page 57 for the summary numbers.

In **1991** with 21 Razoredges we made our first visit to **Stanford Hall**, and we can go here to a description by John Francis, another ex-member recently in touch (and offering some items for sale in this edition). John writes:

“My car was purchased as a part restoration in about 1984 from an address in Pontefract under a different registration number - USV 149. The original log book came with it and was registered as SWB 622. After living all my life until 1983 in Sheffield I decided to try and re-instate the number. Tom Robinson contacted the DVLA on my behalf through the club to arrange the transfer. I have a feeling that the charge was minimal.

“We were now living in Cambridgeshire. The house had large workshops and a body off restoration took place over the next few years. By 1991 the chassis was complete and the body shell re-mounted. We borrowed a Land Rover and car trailer to attend the Stanford Hall rally where I was awarded the Chairman’s Cup for my efforts. Most members hadn’t seen a bare Renown and it was the centre of interest. I did all the drawings for the ash mouldings which are still available through the club, I believe.



At the Stamford Hall Rally, 1991 (picture from John Francis)

“Not long after I had joined in the early eighties I accepted the job of annually auditing the books which meant a visit to the IOW each February and we became very good friends with Ed and Daphne Lacey. I carried on with that task for several years until it was decided to elevate the club to being a limited company. After Ed’s untimely death we have continued to see Daphne on a regular but less frequent basis as the years advanced.

“In the mid nineties, I was offered a Daimler Consort for restoration and so the Renown was sold to a gentleman in Arlesley (I think) but I lost track after that. I terminated my membership of TROC at that time.”

Sadly, after John’s ownership, there is no further mention of this car. I've looked up SWB 622 on the DVLA site and it's currently being worn by a red 1962 Ferrari! I would suspect it was transferred, possibly through a registration-trading site, and that the Renown has therefore ceased to exist; but not necessarily. It might be laid up in some lock-up waiting for the right owner; or it might even be out on the road, wearing a third registration plate. The Commission Number was TDC 2618.

It was, however, prominently featured in the report of the **1992 rally, seen below, also at Stanford Hall**, where it was one of the 22 Razoredges in attendance, its restoration now complete - so well done John. Notice that the quality of the Globe’s reproduction of John Bath’s images is steadily improving.



From top left, clockwise: Stewart Langton, resplendent in striped blazer, checking John Francis into the Rally; the rally control marquee; marking the driving test challenge; Craig Pillans’ TD leaving (now owned by Harry Beacall); Jennifer Langton with purposeful stride; and the children’s Teddy Bears’ Picnic, a regular rally event. Pictures: John Bath

In addition to the 22 members and families in Razoredges, Jennifer estimated about a further 20 members attended using other transport, so that about 20% of the then-current total TROC membership were present. In July 1992 the highest membership number issued was 721, and there had been a total current membership of 246 recorded in the April AGM (though the numbers are not directly comparable with today, because of 58 ‘joint memberships’).

Highclere Castle (the seat of the Caernarvon family, of Tut-Ankh-Amun fame) was the venue in 1993, and then **1994 and 1995 visited Broughton Castle** near Banbury. These had lower Razoredge

attendances of 14 and 15, but the 20th anniversary rally in **1996 a return to Stanford Hall** saw our record highest-ever attendance of 27 Razoredges; and since it was a joint rally with 52 Roadsters, 21 Mayflowers and 29 other visitors' cars, it was an impressive and memorable gathering. Judging and presentations were by Tony Beadle of 'Triumph World' magazine. Amongst many other notable contributions to motoring, Tony was the origin and instigator of 'Drive It Day'. The 'Best Restoration' award at this large gathering went to Leo Werry, from Holland, with an immaculate TDA 1717, HNM 300.

In **1997 we made our first visit to Avoncroft Museum** of Historical Buildings, which would also have been our venue for this year had the coronavirus not rained on our parade. Then, 19 cars attended on a

very hot day.



It is good to see what our rally this year MIGHT have looked like.

Photo:
John Bath

Kimbolton Castle was our choice for 1998, followed by **Ragley Hall in 1999**, attracting 18 and 21 Razoredges respectively. In 2000 - the millennium rally, as well as the Club's 25th anniversary - we returned to **Broughton Castle**, 17 of our cars attending. John Bath noted that Derek and Doreen Cooper in TDB 3738 DLO, WMF 220, had attended all bar two of the 24 rallies up to that date. Unfortunately my records are not sufficiently complete to be able to say which car today holds the record for most rallies attended, and I would be very happy to hear from any members who think they might have a claim to the title.



Photo: John Bath

At **Holdenby Hall in 2001** we had 18 Razoredges present, and amongst the other visitors were Terry and Marjean Telke from the US, who were then in the process of restoring their 1953 ex-Bahamas TDC 2060 LIM. They still own it, and although they are no longer Club members, we hear of its exploits from time to time via the Facebook page. In **2002 we returned to Avoncroft Museum**, of which Tom Robinson said "Avoncroft could not be bettered as a rally site" - which you will be able to put to the test in July 2021, since we intend to return there. 20 Razoredges attended.

For **2003 17 cars returned to Kimbolton Castle**, and then there were 20 at **Stanford Hall in 2004**. Although these numbers appear very stable, it's not by any means the same cars each time; we invariably have a few long-serving regulars, but each Rally sees a few new cars which have never been before, some which appear after restorations, and some which visit intermittently down the years.

2005 was a special date for the Club, since it was our 30th year of existence, and to commemorate it the rally visited the **Coventry Motor Museum**, and 13 cars in convoy from there toured the old Banner Lane and Canley Road Fletchamstead Highway sites where the cars had been made, before descending on Coombe Abbey for the main part of the rally, where another seven cars and one non-member TDB made a grand total of 21.

Photo: John Bath



2006 found 19 of us at Sudeley Castle, which has fond memories for me personally as my first TROC rally. It was however slightly embarrassing, in that Chairman Chris Hewitt devised an award for my very scruffy and decayed TDB as 'most unrestored car' - when so many of the others were the gleaming result of many hours of work, I couldn't feel I should be rewarded for NOT doing it. However, I'm very proud to be part of a Club which is open to all approaches, so thank you.

In **2007 we visited Old Warden Aerodrome** near Biggleswade, and on the Saturday several members visited the nearby Stondon Motor Museum, where John Bath's old TDB 4545 DL was then an exhibit. 17 Razoredges attended on the Sunday. In **2008** there were either 16 or 18, depending on whether you believe the rally write-up or if you count the list of cars; and I suspect it was 16. That took place at **Weston Park in Shifnal**.

We revisited **Stanford Hall in 2009**, and for the first time in the club's history our numbers of Razoredge cars attending fell to 12. (This was perhaps just as well, since the allocated space was infringed by a motorcycle meeting, and we found ourselves a little cramped even with just a dozen cars.) However, it was a sign that times were changing, and the nature of the rally was changing. No Teddy Bears Picnic to keep the children amused - unnecessary, for most of our children were now in their twenties and thirties, some with families of their own, and not present. There was definitely no demand for a sack race, and though we are not quite yet in need of a zimmer race there is no doubt that the average age is rising. This was the first rally that seriously began to ask the question: what do we want from this, the Club's main event of the year?

It is worth noting that by this date, the number of other events the club was participating in during the year had also fallen, or disappeared. Extra meetings at Crich or Burford or Brooklands, or a few members getting together for a tour of North Wales, had ceased; the 'What's On' listings had become just a possibly-useful list of suggestions, instead of a string of Club get-togethers. That continues to be the case, though we might be able to look at reviving local gatherings if there is interest.

In **2010 we returned to Kimbolton Castle**, numbers rose to 16, the sun shone, and a pleasant time was had. **2011 at Blenheim Palace** was wet for most of the day, so that was felt to account for the attendance falling back to 12 Razoredges. **2012 saw a return to Broughton Castle** and a great turnout of 19 cars, despite dreadful weather on the Friday and Saturday, which could easily have put people off. The Sunday was fine. We celebrated the Jubilee, Lord and Lady Saye and Sele proposing the Loyal Toast; Tom and Patricia Robinson were presented with flowers, a cake, and a special award in gratitude for 37 years editing the Globe.

In **2013** we had two large meetings, one huge, at Gaydon, with hundreds of other Standards and Triumphs commemorating the 110th anniversary of Standard and the 90th of Triumph. Graham Robson commentated on a parade of historic examples, and our Razoredges were well represented with examples of each model; then at **Rockingham Castle** for our rally in sweltering heat we had 12 stalwarts and a very pleasant day. The Gaydon meeting however was all about the cars - not so much a social gathering of the Club families. At the rally, too, it was mostly just the chaps; fewer wives and children than previously.



At Rockingham Castle, 2013. The couple in costume are Polish visitors. It takes all sorts!

2014 was our first visit to Cosford RAF aerodrome, where there is a Cold War Museum including a model of the latest HMS Renown, a submarine. Associations of Cold War and ‘dive, dive, dive’ might seem unwelcoming; whether for that reason or some other, we had only 8 cars present, plus a very few Mayflowers. Elsewhere, the Roadsters were also well down on their usual numbers. The Spitfire which over-flew the meeting was misfiring audibly, and so was my own car. It was all a little worrying.

Since then, the rallies of the last five years have given a little more cause for optimism. At **Kimbolton in 2015** we suffered a downpour, but 10 Razoredges and larger numbers of members attending in moderns were undaunted. **Hatfield House in 2016** welcomed only 6 Razoredges, possibly because we had moved the date into June in order to pair up with the Roadsters and share their planning; the same applied to **2017 at Hanbury Hall** when 7 cars attended. In **2018 there were 8 at Claydon Hall**, and this included a couple of new members and the first sighting in recent years of a young family amongst our attendees; and in **2019 at Coughton Court** we were back up to 9 Razoredges present. Are these numbers a trend?

We have since moved our date back into July, and the venue to the Avoncroft Museum which has been popular in the past, intended for 2020, now postponed to 2021. We are hoping to continue the revival - but who knows what might happen in our ‘new reality’ post-Covid world?

The Club is healthy. Our membership is rising, and the general membership/insurance account and the spares account are both in good funds - Bob Parsons is preparing the financial summary of last year, delayed by the lockdown, and you’ll see the confirmation of that in the next Globe. What we need to do from this review of rallies is to discover what our present membership really wants by way of rallies, local events, tours and other possibilities, and move towards providing it.

STIR	Weston Park, 20/6/1976	13
Rally 1:	Burford 22/8/1976	
	Burford 14/8/1977	
	Burford 16/7/1978	
	Burford 12/8/1979	
	Dodington Park 20/7/1980	
	Knebworth House 19/7/1981	
	Ragley Hall 18/7/1982	22
	Woburn Abbey 17/7/1983	
	Blenheim Palace 22/7/1984	14
	Blenheim Palace 14/7/1985	
	Burford 20/7/1986	21
	Burford 19/7/1987	23
	Sudeley Castle 17/7/1988	15
	Weston Park Shifnal 16/7/1989	17
	Blenheim Palace 22/7/1990	24
	Stanford Hall 20/7/1991	21
	Stanford Hall 19/7/1992	22
	Highclere Castle 18/7/1993	18
	Broughton Castle 17/7/1994	15
	Broughton Castle 9/7/1995	14
	Stanford Hall 7/7/1996	27
	Avoncroft Museum 20/7/1997	19
	Kimbolton School 19/7/1998	18
	Ragley Hall 18/7/1999	21
	Broughton Castle 16/7/2000	17
	Holdenby Hall 15/7/2001	18
	Avoncroft Museum 14/7/2002	20
	Kimbolton School 20/7/2003	17
	Stanford Hall 20/7/2004	20
	Coombe Abbey / Coventry 2005	21
	Sudeley 16/7/2006	19
	huttlewth/Biggleswade 15/7/2007	17
	Weston Park, Shifnal 20/7/2008	16
	Stanford Hall 5/7/2009	12
	Kimbolton School 18/7/2010	16
	Blenheim Palace 17/7/2011	12
	Broughton Castle 15/7/2012	19
	Rockingham 14/7/2013	12
	Cosford 13/7/2014	8
	Kimbolton School 12/7/2015	10
	Hatfield 26/6/2016	6
	Hanbury Hall 11/6/2017	7
	Claydon 17/6/2018	8
	Coughton Court 23/6/2019	9
	2020 - cancelled, coronavirus	
	Avoncroft 2021	

Gaps are where the number of cars was not recorded in the ‘Globe’ review.

Note: the numbers show the number of Razoredge cars present, and do not include members travelling in modern cars. In general, there are more of these in recent years; but in earlier years there were more families with children.

OUT AND ABOUT

John Goodwill: “a little run to the Cotswolds”. This was early July, as we began to experiment with what we could safely do as lockdown eased. The car is TDC 286 DL, NBP 847.



It’s NOT the same car as on the facing page - we should perhaps make a ‘spot the difference’ competition.



Chris Blackman was out on the same day to celebrate the anniversary of acquiring his car. It’s as good a reason as any! He bought the car in 2019, and is working steadily on getting it the way he’d like it to be. It is TDC 2670 DLO.

Mike Sampson is having major bodywork done on WHX 301, TDB 4609 DL, which may well be a contender for ‘most rallies attended’. It is almost certainly the car which has been awarded ‘best engine bay’ most times, during Mike’s father-in-law Norman Wareham’s custodianship.



Mike says:

“It must be difficult to find subject matter I imagine with fewer members using cars or having a rally to look forward to. My car is still in bare metal although they have managed to complete some of the repairs that needed doing. I had to have a new door bottom made for the front passenger door as mine had split all the way along! It should be good for another 70 years when it's done. Thought you might find the photos interesting.” We certainly do.

Picnic With A Purpose

By Robin Hewat

One of the best known images of a Triumph Razoredge is a jigsaw picture that portrays an archetypal British family having a picnic in glorious countryside beside their resplendent saloon. The picture reflects, for many of us, carefree childhood days in what we remember to be a safe and secure environment. As with most things nostalgic, the reality of the past is probably somewhat different. Humans tend to treasure memories of the good in our lives.

2020 has brought seismic alteration to our lives with the Covid 19 pandemic. Families have been kept apart, events that we were looking forward to cancelled, and for many the tedium of 'house arrest' has had to be endured. Worse still has been the grief inflicted on so many through the loss of life. However, for most of us life has been 'different' and we have had to adapt to a 'new normal'. For my wife, Lin, and myself, once we were permitted to get out and about, picnics have become a regular event.

I cannot think of a more rewarding part of classic car ownership than the purpose that is lent to one's life as the Triumph Renown is prepped for the outing, chairs table and rug loaded into the car, and the picnic itself prepared.

Living in Peterborough we are blessed with some glorious countryside to the west of us. There is nothing too extreme in the lay of the land which is dotted with picturesque villages. Before heading off I have come to rely on careful study of the Ordnance Survey Maps which has revealing more interesting places to visit than I ever imagined. Usually our picnic is combined with a reasonably challenging walk and sometimes a rendezvous with friends. Picnics are great when it comes to sensible yet relaxed social distancing.

The Razoredge, in our case a TDC Renown, is probably the ideal picnic vehicle. Besides looking most distinguished in the countryside setting, the car has a capacious boot and, if the weather is not all it should be, a most comfortable, dry interior. Our other classics are a Triumph Roadster and an MGB GT. The Renown is always first choice when it comes to a picnic, or a visit to the beach.



The pictures I have sent with this screed were taken on the village green at a place called Barrowden which is near the River Welland in Rutland in late June. We met friends in their MG and part of the joy of the whole day was the total lack of crowds. One local chap came by and asked if he could take a photo of the car. Which one? I asked.

“The old one,” came the reply. The Razoredge, of course!

ONE MEMBER'S STORY

We have a detailed account, a view into one man's ownership and adventures with Razoredges, which I believe many members will benefit from. It can be very reassuring, sometimes, to discover that we are not the only ones to have a lengthy series of repairs and replacements made necessary by the effects of time and previous owners of our cars.

Graham Potter writes:

Roger, I thought my story might be of interest to members.

I have a 6-acre smallholding in mid-west Wales. The main building was once an industrial unit originally based on a steel-framed barn built over an original 19th century stone barn that even served with the Home Guard during the Second World War, as there are the remnants of fire slits hacked in to some of the remaining walls. The building is divided in two with a 30 x 100ft workshop down one side and the living quarters down the other, with a big 30 x 100 store room over the living side. There's also a pole barn and a block of five stables opposite the main building.

There's enough room to put on a small car show, which I did one year with the Cardigan Classic Car Club, a picnic for members and their cars, and 'bring your own road kill' for the barbecue.

I have three classic cars on the road: a 1954 Standard Vanguard in pale green; a 1953 Triumph Renown in green over cream; and a 1952 Triumph Renown ex-limousine in black. I have a fourth car that's MOT'd and insured but at present on SORN, and this is a future classic which you have possibly never heard of: a



1997 Mitsuoka Viewt. This is a Nissan Micra converted by The Mitsuoka Motor Company in Japan. It is styled as a Jag Mk2 look-a-like, and I have fitted a few extra Jag bits to complete the illusion. It is automatic, with full leather interior, offering classic car looks with modern car reliability. Its only drawback is it's only a 1,000 cc, so

a little bit under-powered, but a nice relaxing drive.

My second classic car which I have on the road is a 1953 Triumph Renown saloon in green and cream, now known as "The Gracious Lady." I found this car on e-Bay way down in deepest Dartford in Kent. My oldest son who lives in the Reading area, has his own Transit-based car transporter and said that he would collect it for me for Diesel money. So a deal was done, and he collected the car and brought it down to me in Mid-West Wales.



The car is a rescue car and must have been pulled out of a field or back garden some where on the Isle of Wight, as this is where I think the previous owner got it from as the last Tax Disc was issued

in 2009 with an Isle of Wight issue stamp. The top of the original fuel tank was badly corroded and the lower back part of the boot floor was badly rusted away where the boot must have been open, or a leaking back window regularly soaking it. Someone had tried bodge-welding bits of metal in to support the tank.

The tank was removed (not easy) and everything ground away; a new rear tank support was made from a piece of drilled angle-iron and a new boot floor made from a piece of 10mm ply.

A replacement tank was found via a contact on e-Bay but it needed cleaning as it had not been used for years. I am still getting the rust out now and there are in-line filters in place to catch most of it. I just keep an eye on the fuel pump filter bowl so that it doesn't get too full. A new copper fuel line was fitted right through, as the original was too rusty to chance it.

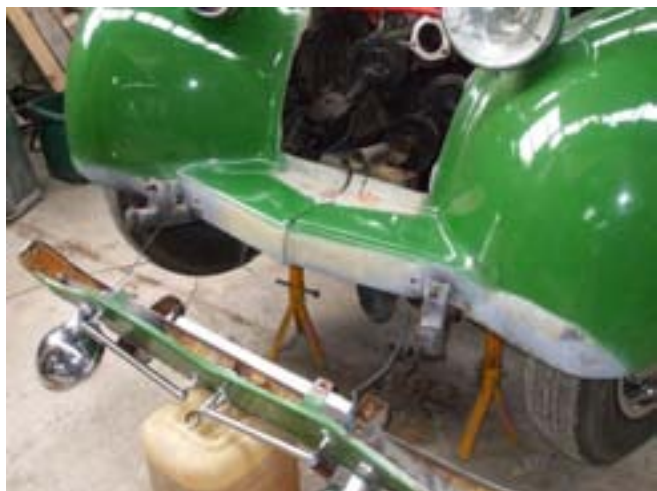
The brakes were serviced and leaking wheel cylinders re-kitted, along with the master cylinder; new brake hoses fitted, and new pipes across the rear axle; and new bleed screws all round. My handbrake had so much travel that you could not get out the driver's door when the brake was applied - not that it held anyway. Under the bonnet someone had fitted one of those 'Y' type cable shorteners and again underneath; but why? These were removed and consigned to the scrap bin. While replacing the rear brake pipes I noticed that the handbrake linkage was all out of adjustment; but again - why? This linkage never needs touching in the lifetime of the car in most cases. Eventually, all the brake rods and clevises were oiled and reset and with the rear brakes adjusted up, the handbrake was back where it should be.



The 'B' Post had rusted away around the base and has been badly repaired but the doors are now out of line, the front doors have dropped at front and the rear doors are too high and catch the rear quarter panel, and the top of the window frame catches the top of the door opening. The rear wheel arches where the rear wing meets the body side had been badly filled and the piping tube was missing on both sides.

[Note: the 'B' post itself is aluminium, and if there is enough rust around there, or the rear wheel arches, for signs of body distortion to be happening, there are significant problems which need great care. Don't forget that a lot of the structural strength of our cars comes from the ash frame, not the steel or aluminium panels. - Ed.]

The rear bumper was a mess cobbled together from bits of other bumpers with bits welded in and filled, and the rear number plate was made with a piece of white plastic and black figures stuck on the glass. But one good thing: both the original rear bumper corner sections were still in the boot, badly rusted but usable. These were cleaned using a wire wheel on a 4 ½ inch grinder and any rust pits filled with chemical metal, and sprayed with chrome spray paint from the local £1.20 shop. Not perfect but tidy and usable.



The rear valance had any extra metal that had been welded on to square the corners ground off, and given a coat of paint. I think the previous owner had plans of using it as a wedding car but I think the work load was too much to put it on the road, and then it was left in a damp garage for something like 7 years. The car had been re-sprayed "but not by a professional" as there are too many mistakes in the spraying and with a full re-trim inside but again "not by a professional," as he had used steel crosshead screws to retain the headlining side rails, B posts and door cards. Where the car had been stored in a damp garage or shed and these had started to go rusty, they started to stain the headlining.

I have replaced all the screws with the correct pattern stainless raised-head, slot head screws. (I know they should be chrome, but you try getting chrome ones at a price you can afford.)

The nave plates (hub caps) were rusted and a new set was sourced; the original chrome wheel trims were badly rusted and were replaced with a set of beauty rings from e-Bay, and finally a set of Atlas 16 inch White Wall Flaps were obtained to dress the wheels.

All the instruments worked apart from the ammeter. This was all discoloured and partly melted, as if it had shorted out at some time and been bypassed. I know it's a personal thing with me but I like a clock in a car if possible and the Renown is no exception; yet I have had cars where a calendar would have been more use. The clock I had in mind is the electric clock from the Ford Sierra. This one I found on e-Bay for £10. It is a nice little clock that keeps good time and I have fitted this type of clock to several cars. It fits in with the dash and doesn't look out of place. To fit the clock you have to remove the dash centre panel (not easy). Next you have to grind out the dash sub panel, which I did with a die grinder, (it looks like a battery screwdriver and uses an air connection) as the clock is deeper than the other instruments; and work out a way to fix the clock to the back of the centre panel. Fit the Clock with the reset knob at the bottom. When you wire the Clock remember these cars are Positive earth (unless yours has been converted 'shame on you'.) You will have to remove the earth link on the back of the clock and change the bulb holder for one with a separate earth return, and wire in to the dash lights where ever and find a permanent live feed for the clock, remembering the polarity. The only difference you will notice is at night with the lights on the Clock will glow green and not white like the rest.

[Note: the Club has some old dash clocks in our spares, but none that work. The interior mechanism of the originals was not up to the task of lasting all these years, and they are very tricky to repair. Most members adapt a clock from some other source, much as Graham has described, if it's important to you to have a working clock. - Ed.]

The car came fitted with radial tyres, 195 x 16, tubeless 10 ply - yes, light truck tyres. I'm surprised the wheels even went round, as they were rubbing in places. And as any good tyre fitter should tell you, you don't fit tubeless tyres on riveted rims because of the leak risk with the rivet holes.

[Note: also because our wheels have deep wells in the centre, in the event of sudden complete depressurisation there's a danger of one tyre bead getting down into the well, leading to complete loss of control. It becomes possible for the tyre to come right off the wheel. We have not however heard of problems with air leaking from the rivets. - Ed.]

With the car back on the road it went reasonably well with just all the minor adjustments and checks you need to do on a car that's been off the road this long. With several shows and a lot of admiring looks under its wheels, on one trip out on a 'jolly' the Clutch just started to slip; so we went back home before it could fail. Then off with the bonnet, off with the front bumper and rad and every thing else to get to the engine. With the engine crane in place the engine was soon out and on a bench. A new clutch plate was soon fitted and all back together, and I hope never having to do that job again.

With the car up in the air I was trying to get clutch adjustment, and nothing worked; so what next? Thinking back I realised that if someone had messed with the rear brake rods, what was to stop them doing it again? In one manual I read there was a picture of the clutch linkage and a big arrow saying 'Do not touch' - but what's to stop them? So after resetting everything I finally got the clutch working with the pedal in the right place, about $\frac{3}{4}$ of the way up. Then it was off on a few more jollies and several more shows.

Around four years ago while on a trip to a show near Haverfordwest, about 60 miles from home, the oil pressure kept dropping and at certain speeds there was a slight BUZZ from the engine, and this to me had all the signs of the start of main bearing rumble. Not wishing to take any chances the car was back in the workshop where it was stripped down again and the engine was stripped down and spread over 3 tables.

On inspection the pistons, rings and liners were all good and had given good readings when compression tested, so these were kept in order to go back in.

The crankshaft was a different matter. I started with the big end caps. You could see that these had been over-tightened as the locking tabs had protested and it took some force to release them. The main bearing caps were the same. With the bearing caps off the bearing shells were inspected and there were signs of bearing pickup. This is where the bearings have been assembled dry, or over-tightened, or both. I put the crankshaft in to a local engineering company to get the bearings machined, and he had to take the big ends out to 60 thou oversize to get rid of the scoring.



When I reassembled the engine every bearing was oiled and rotated as it was tightened to ensure there was no dry start. With all new gaskets and a new timing chain everything's running smooth again. The engine was degreased, cleaned and painted before I reassembled with some new stainless nuts and bolts in places just to add a bit of sparkle. While the engine was out I took the opportunity to replace the gearbox with an overdrive gearbox I had out of a Vanguard Phase 2, and this entailed swapping the clutch linkage over as the Renown is a mechanical clutch and the Vanguard clutch is hydraulic with the linkage on the left.

I only had a few problems with this conversion. The speedo cable is too short, and I had to get another one. The electric solenoid that operates the overdrive is low down on the left side of the gearbox and with the gearbox in place this rested on the cross member that supports the gearbox so a piece of ¼ plate steel was cut and drilled to make a spacer and this makes no difference to the position of the Engine and Gearbox.

[Note: there are two solenoid mounting plates available, the other mounting the solenoid vertically so that this problem is avoided. - Ed.]

All the electrics were simple enough with a relay up under the dash where it can't be seen. The only thing I did not have was the correct overdrive switch so I found one on e-Bay from a Mk2 Jag, and this works just as well.

My third classic is a 1953 Triumph Renown. This car was built on 21st January 1953 as a limousine and converted to a saloon by a dealer in Birmingham in 1958, probably thinking that it may sell better as a saloon rather than a Limo. With the registration NOE it's now known as "The Lady Noel" (- because there's no L, obviously.)

This car had been off the road since 1968 when the second owner moved to Devon and parked it in a carport by his house with plans to restore it in his retirement; and this is where I got the car from, via e-Bay through a local Devon garage. There had been a lot of work done and a lot I had to redo and put right as he had tampered with everything, even things that didn't need fixing.

He had tried to convert it to indicators by fitting a pair of ugly motorcycle indicators to the rear bumper and trying to adapt the front side lights to work as sidelights and indicators with two additional small bulb holders badly fitted inside for side lights. The wiring harness had been replaced with a re-manufactured one that had the extra indicator wires included so the harness was carefully opened right back to the fire

wall and the wires removed both sides and re-taped with cloth tape. This wire was reused to rewire the trafficators as the wiring had been bodged. Two extra wires had been fitted to the column switch inside the tube, which was not needed as they could have been connected at the base connectors.

The Brakes had to be serviced as there were several leaking wheel cylinders, yet the brake shoes had all been replaced along with most of the steering joints and suspension. I had a lot of trouble trying to bleed the brakes and the master cylinder was re-kitted, but even this did not work so in the end the master cylinder was replaced.

There was a lot of repainting underneath and lots of new parts and trim. The gear-change was very tight and hard to get the gears and it turned out that most of the slack had been taken up and all the swivels tightened. Now with adjustments the gear change is still a bit tight but you can get all the gears. The steering is tight as well and I think the steering box has been over tightened as well; but it's not dangerous and is still drivable. *[An unusual problem in a Renown! However, Bob Hobbs warns that steering boxes that are significantly too tight are doomed and a waste of very precious remaining stock. The workshop manual is very specific on how to set them up correctly and too tight equals early failure due to the peg grinding into the worm. When the worm dies the box cannot be reconditioned. - Ed.]*

It was not till I was able to have a road test that I noticed the speedo doing strange things, so this was removed and sent off to Speedy Cables for a service and nearly two months and lots of money later I got it back. I have now fitted a Ford Sierra clock in the same way as I fitted the last one but I was lucky this time as this one originally had a clock so there was already a live feed behind the dash.

Engine wise there had been a factory reconditioned engine fitted in the dim and distant past and by the state of the oil on the outside this must have been some time before it came off the road. As these engines are very robust I left most of it alone. I have replaced the fuel pump, the coil and distributor as these are items that would have come off the original engine and as the car has over 180,000 miles on the clock a wise move; and the next thing to replace is the clutch assembly.

Best wishes to all, Graham.

A WHEEL OF FORTUNE WHICH CHANGED THE HISTORY OF MOTORING

Reproduced from the January 1990 Globe, by Tom Robinson.

In a builder's merchant stores in Station Road, Llanelli, there used to hang a rusted rim of metal. It was a memento of the Stepney Motor Wheel Co. The founders of this firm were two brothers who came from Spittal in Pembrokeshire, called Tom and Walter Davies. They opened an ironmongers in Llanelli in 1895. They bought a motor car in 1902 and, using it, began a hire service. Two years later they patented the invention which was to make them rich.

In those early days, roads were often very rough, and tyres were thinner and less robust; a canvas shell and natural rubber coating for the tread, more like a bicycle tyre. In consequence, punctures were a more common occurrence. Because of the time, money and inconvenience lost whenever their car had a puncture whilst hired out - especially on one occasion when they were taking a judge to Llandovery court - they came up with a brainwave. This was to carry with them a spare wheel, affixed to the side of the car, which could when necessary be clamped onto the outside of the wheel with the punctured tyre, enabling the journey to be completed with minimum delay. It was at first known as a 'Davies wheel'. It was an immediate success, and within a couple of years they were selling a thousand wheels a year. Even more wisely (before car manufacturers started providing all new cars with their own spare wheels) they sold the patent to a Cheltenham firm for £70,000 - a colossal sum in those days. Tom Davies died in 1952 and Walter in 1961; dates which are another reminder of just how far motor car technology came in a single generation.

MY OTHER CAR IS A ... NORTH MEETS SOUTH THROUGH ROADSTERS

By Andy Breckon

I had the very good fortune to spend most of January this year in a friend's house in a village called Pringle Bay, which is about 60 minute's drive from Cape Town airport. It's a beautiful spot, obviously close to the sea, and it has its own resident baboon troop!

Whilst relaxing in the midsummer sun (circa 28 degrees) my mind wandered back to the Roadster Club, primarily thinking about the annual rally and whether my rebuilt engine and re-cored radiator would stand the 100-mile trip to Waddesdon Manor in Buckinghamshire. In 2018 on an exceptionally hot day Number One Valve had decided to visit Number One Piston - and hey presto that was the end of that trip.

So, my thoughts turned to see whether there were any club members in the South Cape area and with the help and support of Mic Pepper, Centre and Overseas Secretary, I was able to make contact with Professor Gert Vlok. To my surprise Gert lives in Belleville, a suburb of Cape Town, and at weekends in Kleimond just a ten minute drive from Pringle Bay where I was staying. We arranged to meet for coffee one Saturday to chat over our Roadster experience, trials and tribulations and all. It ended up as a far-reaching conversation that covered a number of topics; Roadsters of course but also orthopaedic surgery (I've had both knee replacements and he is an orthopaedic surgeon), Megan and Harry, and also Brexit, where in all topics our opinions happily coincided.

So, to the crux of the conversation – cars. My humble collection of seven (Triumph Roadster 1949, Triumph Renown 1952 and Triumph Mayflower 1953 not to mention three more modern cars - Jeep Grand Cherokee, Jeep Wrangler and Mercedes Benz SLK) pales somewhat when compared to Gert's eleven.

For your interest here's Gert's list of eleven cars - Triumph Roadster 1949, acquired in 1988, Triumph TR3 1958, Carmen Ghia 1962, Morris Minor 1957, Mercedes Benz 1957, first import to South Africa, Willis Jeep 1943, Fiat 1500 1965, Peugeot 404 Coupe 1963, (the only one in Western Cape) together with a Volvo 164, Mini and his everyday car a Nissan Almera.



Gert is true engineer at heart, initially wanting to be one after leaving University but after a spell of conscription his career took him to doctoring and becoming an Orthopaedic surgeon – well I guess that's a type of engineering!

On recounting my woes of the engine problem mentioned earlier (seized thermostat – now replaced with the club's supply), Gert explained he runs his Roadster without a thermostat. An action I can understand, living in South Africa.



All of his cars are maintained and restored by him with exclusion of an occasional trip to the spray shop. He's had some good experiences in locating spare parts, eg a specific carburettor which can be rare in South Africa.

Well I hope you have enjoyed reading North meeting South and may long it may continue.

Andy's own 'stable' in Hampshire - he has bagged the full set. His Renown, TDB 6393 DL, his Roadster, and a Mayflower.

TDC 1507 DL, WHK 467 - THE CONTINUING STORY

Update from Bernhard Ruest



TROC member Jim Fincher on holiday, 1958

This car's long history was pieced together by John Bath in the Globes of February and April 2016, and it made quite a detective story: an epic drama of three careful owners, sale abroad, neglect, and very nearly scrappage; but the happy continuation in 2016 saw the car bought by Andreas Wernli at the Technische Berufsschule, Zurich for use as a demonstration car for traditional restoration skills.

Our member Bernhard Ruest, from Schleithem in Switzerland (about 40 very mountainous miles from Zurich) has been in touch with Andreas, and earlier this year arranged a visit.

The restoration which Andreas had started with one of his classes in 2016 came to a halt when that class graduated. His group the following year had neither the interest nor the aptitude to continue the work, but this year it has been able to resume. Bernhard was able to drive to visit the students in Zurich in his own excellent TD 409 DL, which one of the very oldest of our Razoredges, built in 1946. It was therefore not quite the same as the TDC the students were working on, but none the less aroused considerable interest, showing the students what their final aim should look like.



The advertisement for the car in the Swiss press, 2015.

In the workshop, Bernhard says he was tremendously impressed with the standard of the work being done.



As you would expect in Switzerland, the workshop is spotlessly clean, light and modern, and the students gave every appearance of commitment and interest in the work.



Andreas brings out the drawings.



Below, a professional restorer with Rolls-Royce training and experience visited the College to lecture the students on the reconditioning of the engine.



It is to be hoped we see further instalments in the work on this car, as it progresses. Do they have equivalent levels of skills resources to call upon for the ash frame, and for the upholstery and interior trim, we wonder? Or should we offer to send over our member Tony Norris's interior trim team to perform a demonstration?

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.***

IF restrictions are sufficiently 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.**

**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.

Saturday 3rd October

The Swiss Classic British Cars Meeting in Morges, Switzerland, has been approved by the Swiss authorities and will be going ahead. It is possible that if you travel via France you'll have to enter 14 days self-quarantine on your return, but then a few days' peace and quiet rarely goes amiss.

Note that Morgan and Triumph are the featured makes this year. They will make you very welcome!



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: 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;

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, GSG 927. 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.

NEW ITEMS in this issue:

FOR SALE: a cream-coloured TDB 4134 DL, KWK 993, which has been in the same family for 60 years and in use as a wedding car; but the owner is now retiring, selling his car repair business, and concentrating on a mini as his preferred classic. It is in good mechanical and cosmetic condition; always dry-stored. Situated in Poole, Dorset. Contact Gary Allard on 01202 738 264 or 07946 378 564 for further details; offers are invited in the region of £8,750.



FOR SALE: I have for sale a complete service instruction manual for the Vanguard/Triumph Renown. Also additional manuals for the Laycock overdrive unit and Wilmot Breeden door locks included. The manual is in very good complete condition – no oily thumbprints or torn pages. The asking price is £20.00 + postage (or collection available if desired). Should any of your members be interested, they should make contact by phoning 01487 898053. John Francis.

FOR SALE: a Workshop Manual for the Vanguard/Renown, good condition, ring-binder between stiff green board covers, £50. Also a 1952 (TDC) Driver's Handbook, £20; a copy of Staton Abbey's "The Book of Triumph Cars", a technical summary of the 1800, 2000, Renown, Mayflower and TR models - paperback; and a radiator cap with 'flaming torch' mascot - make me an offer. Contact 07999 518 584.



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: parts for sale, including: assorted door handles, headlamps (need re-chroming). Some dashboard instruments. One wheel, fairly good condition. 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 ERD 681, engine 1677E, 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. Needs work, but we are open to enquiries and offers. Please contact John or Julie 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 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 many 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:.



As a reward for getting this far, a suggestion: -

Ban the sale of pre-shredded cheese! This will make Britain grate again.

