

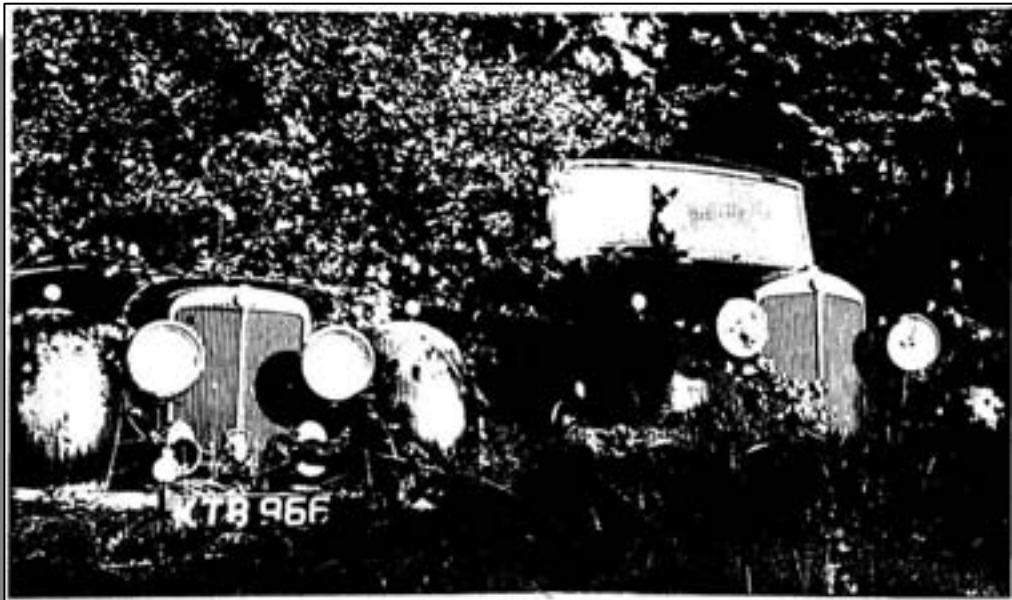


THE GLOBE

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How Now, Pussy Cat, What Do You There?

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

(CHAIRMAN)

**COMPANY SECRETARY AND
TREASURER**

TECHNICAL OFFICER – all models

**MEMBERSHIP SECRETARY
MAGAZINE EDITOR**

HISTORIAN

**ADDITIONAL COMMITTEE
MEMBERS**

“ “

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, and not Sundays unless very 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.

ALL SPARES ENQUIRIES: please contact Bob Hobbs, details above; BUT be aware that we are re-organising our entire spares holding.

Cheques should be made payable to TROC Ltd. We cannot take credit or debit card payments, but BACS bank transfers are acceptable.

**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,

First things first: *a very Happy Christmas to all our members*, from the TROC committee.

The response of members to the calendar photo challenge was so impressive we decided it was too good to keep just to those members who might decide to buy a copy, and we have splashed out to treat every member to a copy, and to include a printed copy of the Globe for those who normally just have emailed editions. At the end of a year like 2020, we all deserve a treat, and we hope you enjoy it. Further copies, should you need one, are available from the Editor at £5 (£8 overseas), including postage.

We mentioned in the last edition that the AGM in 2021 is likely to take place online, as a Zoom meeting. The only feedback we have received on this idea has been positive, from three members. Final details of this event, with the agenda and the Officers' Reports, will be in the February edition of the Globe.

Readers will recall that we described, in the last issue, how most of Chris Hewitt's spares stock has been relocated with Bob Hobbs. Bob already looks after most of our high-demand spares items, so receiving, sorting and storing the brakes, suspension and steering stock as well is taking some time. **We would therefore much appreciate it if any spares orders can be submitted with patience.** Bob is coping, but it's a lot of work falling on one pair of shoulders. More information about our problems with the spares operation will be found on page 98.

Our 'What's On' section dwindled steadily during this covid-affected summer, and eventually became a list of what's-off. We are hoping that next year will see more opportunities to be out in our cars and meeting with others, and if there are events you are likely to attend we urge you to let the editor know, so that we can publicise them in the Globe. The first glimmerings appear on page 112. In the meantime the Editor very much appreciates any items you can send in featuring any activities involving our cars at all.

Best wishes to all, and stay safe!

Editor

We welcome new members:

- 1268 Emily Stone, of Deal in Kent, associated with RHA 300, TDB 5565 DL
1269 Michiel van der Stel of Hornhuizen in the Netherlands, who is restoring TDC 1113 DL
1270 Derek Eastwood of Lutterworth, Leicestershire, who is looking to buy a Razoredge.

Our cover pictures for this issue:

- Front – An award-winning photograph by Catherine Foreshore: full story on page 106 . The car under the cat *might be* a TDC, YMC 886, once owned by Douglas Crook, who is still a TROC member.
Rear – The Long Walk frames Windsor Castle, three miles in the distance, and in the foreground is Jim Shotter's TDC 1292. This is one of the many excellent images sent in by members for the calendar competition.



All that's best in Britain...

If there is beauty at Christmas, then it is to be seen in our old Church Carols. Like the bells in the clear, frosty night sky they ring out from young voices in Cathedral and Church from every town and village in our land, telling the story of our hopes . . . our hopes for Peace and Prosperity . . . which we of the Standard Motor Company wish all owners and prospective owners of our products in the years to come.

The 1952 Triumph Renown
SALOON & LIMOUSINE

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 22, Duncannon Street, Cannon Square, W.1.
Telephone: MAYfair 3411.



TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

This year, after all the cancellations and restrictions, the caution and isolation, with the promise of an effective vaccination on the way, it seemed appropriate to make a call back to fuller enjoyment of our hobby with this most traditional of Christmas carols.

O COME, ALL YE FAITHFUL

This is a very old hymn, first published in 1751 in John Francis Wade's *Cantus Diversi*. The original Latin version, 'Adeste Fideles' was first translated into English, very appropriately for us, under the title "Hither ye Faithful, Haste with Songs of Triumph" in 1860. The later translation by Frederick Oakeley is the one used today.

O come, all ye faithful, loyal Triumph owners
O come ye, O come ye, back on the road again;
O come and behold Jim, John and Tom and Christopher,

O Come let's press the starter... (silent pause)
O Come let's press the starter... (silent pause)
O Come let's press the starter: **we're on the road again!**

Sing, Triumph engine, sing in joyful labouring
Sing in topmost overdrive and all the gears below;
Roll on the corners, till open road's before us:

O Come let's press the starter... (silent pause)
O Come let's press the starter... (silent pause)
O Come let's press the starter: **we're on the road again!**

Lo, car of graceful razor-edged styling,
Gleaming in your chrome-work and your side-lights aglow;
Purr on your way, admiring glances claiming:

O Come let's press the starter... (silent pause)
O Come let's press the starter... (silent pause)
O Come let's press the starter: **we're on the road again!**

(Final verse, to be used only if driving on Christmas Day itself, which is much to be recommended)

Yea, roads, we greet thee, traffic-free and peaceful,
Cruise this Christmas morning, one day of all the year
Free from the lorries, bustle and commuters:

O Come let's press the starter... (silent pause)
O Come let's press the starter... (silent pause)
O Come let's press the starter: **we're on the road again!**

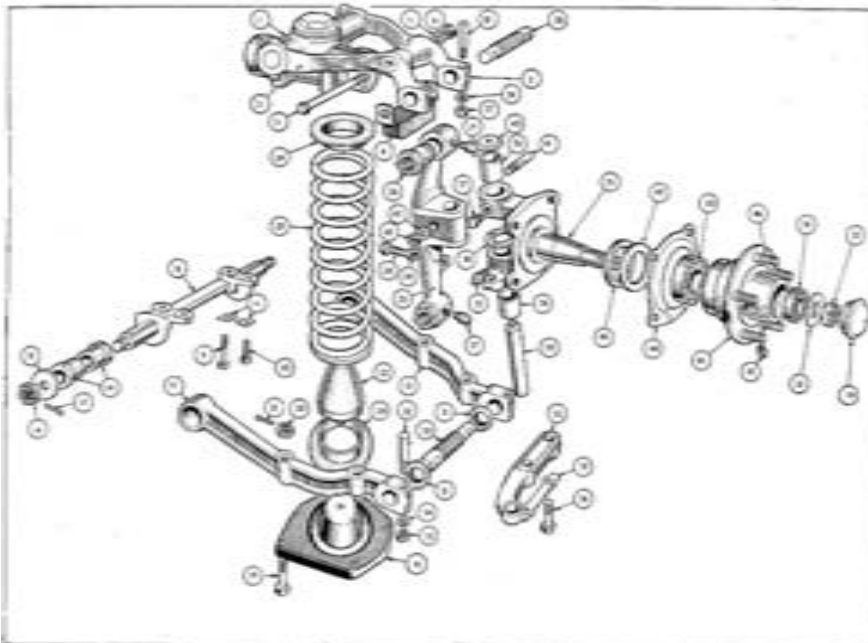
TRIUMPH RAZOREDGE OWNERS' CLUB SPARES OPERATION

By Bob Hobbs and Roger Stone

For virtually the whole of the Club's existence a spare parts service has been available to members. Originally many parts were obtained from garages that had been instructed by Standard Triumph to dispose of their stock of spares for vehicles that were then considered to be too old for the company to support. The UK's Ministry of Defence had used several versions of the Standard Vanguard as staff cars and light transport vehicles. As usual with the MoD, stocks of spares were held for these cars in order to provide a ready source of items for their maintenance. Once the MoD decided to phase out the Standards they too commenced disposing of the unused spares. These two sources provided most of our original stock. Indeed we still have a number of these parts in our stores. Over the years it became necessary to have various essential parts re-manufactured in order to be able to keep our cars on the road. Though the overall production period for our cars was quite short, there were many differences between each of the versions of the cars, as ever is the case in the motor industry. One cannot specify a particular version of the Razoredge saloon and its year and guarantee what will be fitted. Not all parts or their sub assemblies are interchangeable.



Providing the spare parts service has depended on just a few committee members volunteering to give time and storage space to run the service. It has required those parts officers to have a good working knowledge of each of the cars and their many post production changes that were made during their "normal" life. There are not many classic car clubs that have been able to provide such a comprehensive parts service to their members.



We have now reached a point where a crisis is looming in the spares service. Chris Hewitt decided to step down from his support for the brakes, steering and suspension spares and as a short term measure, all his stock has been transferred to Bob Hobbs who has become not the 'Everything Else' spares secretary but the Everything spares secretary. As reported in the October Globe this presented a significant amount of work and the sorting and stock taking activity is still taking place. Unfortunately, a plea to members for volunteers has so far been met with a deafening silence with only

two members coming forward who thought they might be able to provide some storage space, and neither is ideally-placed.

Without wishing to put anybody off volunteering, it must be realised that to take an active role as a spares secretary, a good technical knowledge of the cars is required. This is because to sell an incorrect part or to offer advice to a member that contradicts the Standard Triumph workshop manual directions could lead to the Club's committee and directors facing legal action on liability for negligence.



For the moment, Bob will endeavour to operate the spares service but since he is now 72 years old there will soon be a point at which he will step down either by choice or by the 'ultimate retirement'. We need younger members to learn the ropes NOW. If this does not happen it appears likely that the Triumph Razoredge Owners' Club spares service may cease.

Running the spares service is not a sufficiently profitable operation for the Club to be able to attract a commercial buyer who would maintain it in the way it has been run by our volunteers. The

amount of storage space required, and the need for a technically-experienced person to receive orders and select the correct parts, rule this option out.

We have been exploring to possibility of combining with another club or clubs so that between us, with a larger customer base to serve, the operation would be more commercially viable. So far, nothing has emerged which looks viable. We are also pursuing an enquiry with the FBHVC, in case it is possible to create an overall umbrella spares system for the whole classic car movement. However, something like that would need significant financial investment, and these are challenging times.

So: there may be trouble ahead for our spares service. You have been warned!



If you think you might be able to help, please contact Bob Hobbs or Roger Stone.



FBHVC POSITION ON THE GOVERNMENT BAN ON THE SALE OF NEW CARS WITH INTERNAL COMBUSTION ENGINES FROM 2030

Text by FBHVC, published: 19/11/2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles. The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.



Library of Congress

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>



1919: an Anderson electric car on a promotional tour in the USA - Mount Rainier in the background. Image courtesy of the Library of Congress.

The first automobile speed records were set by electric cars, including the first car to break 100 kilometres per hour (62 mph), set in France.

OUT AND ABOUT

We have had an enquiry from a Mayflower-owner who might like to find a big Razoredge to go with it. He sent this picture of his Mayflower at Quorn Station, on the Great Central Railway, and knowing that many of our members enjoy steam-power and railways, I thought we ought to share it.

I have passed him details of all the Razoredges we know of, currently for sale. There are quite a number of these, at very good prices, especially if you're looking for a long-laid up car or failed restoration to take on; but there are also road-going and very smart cars at about half the price of the equivalent Roadster. If you know of anyone who might like to join the classic car movement, or might appreciate a look at the available Razoredges, they are listed on our website, or if you let the editor know a name and address I can happily send them a sample copy of the Globe.



Picture by kind permission of Mark Smith



Picture courtesy of Tom Dolby

calling him up in the early hours if you should be stranded and in need of a tow.) Tom also has a Standard ambulance, and a very smart TDC 1367 DL, HRP 111.

Other interesting conversions we know about are that of Philip Pace, who is doing a van conversion on KCA 172, TDC 2380 in Derbyshire; and Chris Hewitt in Surrey, who has a Razoredge which is part-way to becoming a 'woodie' estate. This is a long-term project which I have seen, and is being crafted to a very high standard.

Can you remember what it was like to travel any distance in this country before the coming of the motorways?

In Peterborough, handy for rescues along the A1, Britain's main artery for north-south traffic when our cars were made, Tom Dolby has completed his refresh of NYA 854, TDB 4832. This rather battered specimen was converted to become a tow-truck by a chap in Shoreham, and was then acquired by Mark Wint, an ex-TROC member, who advertised it for sale through the Globe. The story was told in our August 2017 edition. The vehicle was bought by our member Tom Dolby, seen here on stand-by, ready to leap to someone's rescue. (Not really - please don't go

AN INVITATION TO PLAN FOR NEXT YEAR - LETTER FROM AMERICA

“Dear Fellow Triumph Owner,

One thing that has remained constant in this crazy pandemic year, is the pleasure to social distance by taking a drive in your Triumph. So, with that in mind, it’s time to plan a social distance activity for Drive Your Triumph Day, February 10, 2021.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 62nd anniversary.

As you may remember a number of years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

Last year I received about 350 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I’m hoping we can increase that number this year!

The concept is straightforward. On Wednesday, February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it’s the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com along with some basic information: **owner’s name, year and model of car, and place photo was taken (city, state, country)**. The photos will then be published not only in our club newsletter, but also in USA’s national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com> . Last year a few Standard Clubs joined in too, which is great. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th. Regards, Rye Livingston.”

In last years collection of 350 photos Rye received mostly TRs and Stags, because that’s what Triumph means to most Americans. However, there were a few other variants: some saloons, one or two pre-war vintage, four or five Roadsters and three Mayflowers, one shown above. There were only two and a half Razoredges: Bernhard Ruest’s TD 409 DL and Colin Copcutt’s TD 3650 DL. Can we do better this year?



Another Mayflower! John Oglesby, Yorkshire

TD 409 DL

TD 3650 DL

Mystery TD in Finland!



“OH DEAR...”

This is the first in an occasional series of articles we shall be sharing, based on sightings of derelict Razoredges rusting in peace, having completed their contribution to the world of motoring. They often make a sad sight, but we should bear in mind that in their youth, these cars will have been somebody’s brand-new pride and joy, and probably much-loved family transport for many years, before eventually succumbing to the state in which we finally see them.

Our first contribution comes, fittingly, from Tom Robinson, member number 2 and editor of the Globe from 1975 to 2012, amongst other roles. Tom is still an active member of the committee.

“Memories of this car go back many years – 1972.

Here is my view of the car and really, the fact that we now own STJ is due in no small way to Patricia’s nephew, on the left. He had spotted this derelict whilst working on a holiday job nearby. He was impressed with the classic lines of the saloon, the likes of which he had never previously seen.

Wind the clock forwards a couple of months and he dashed up to our house: ‘Uncle Tom, I have found another Renown, come and see!’

This turned out to be the TDC that Stewart Langton now has. The owner wanted £300 for it and way back in 1972, that was an impossible amount to pay on a whim. However, the seed was sown and eventually our STJ came into view lying derelict in Preston. I have already send you shots of the car in a field, complete with attendant bull. The rest, as they say, is history...”



Nothing more is known of OUM 288, a Leeds-registered TDB from September 1951.

WORK IN PROGRESS

Robin Hewat writes: “Yesterday when out in the Renown, having just fuelled up the car and on the way to the shops, experienced a quite loud crash, bang, wallop! I was on the busy six lane parkway surrounding Peterborough and as the car kept on running I decided to limp home. The temperature gauge NEARLY went off the scale but otherwise the engine seemed reasonably happy. When I got home I opened the bonnet and found a well-wasted fan belt. The alternator was hanging on for dear life on a single bolt! Have replaced fan belt with a Globe (King of Classics) EP3000 and, having replaced the missing two bolts, everything is secure and working well. There were warning sounds that I could not identify, and I tried curing them by greasing the water pump. How many of us are driving around with aging, worn fan belts?.....Hurry out to the garage and check.”



Editor's note: part of our problem here is that rubber, if unused, can LOOK very smart and new, but actually be old and dried-out. I'm thinking here of my own spare, which I carry in the car for emergencies but which was acquired some time ago and I have no idea how old it might be. If ever I have to use it, I shall have to be very careful. Yet another thing to think about...

Bob Hobbs adds: “The Club has good stocks of the correct fanbelt, and they are all recent production ones of the same type as the one pictured. The part number on the belt is the same as the ones I supply.

“The belts have long lives EXCEPT when abused. As Robin's message mentions that the alternator was hanging on by one bolt, this is the probable cause of the failure. Fan belts are not happy if the pulleys are not aligned correctly such as might happen if the dynamo or alternator are hanging off.

“Also they do not like slipping whilst carrying power. Slipping will cause the belt to overheat and then fail like the one in the picture.

“The necessity for correct tension is important and that this should be checked periodically. Any squealing from the belt should be investigated without delay as they only squeal when slipping. This often happens when a high electrical load is on the dynamo such as first use after the car has been idle for a long time and the battery is hungry for charging. Headlights, heater and wipers all on together is another instance when slipping can occur if the tension is incorrect.

“Finally, I would not make too much of the age of your spare belt in the boot. It is heat and sunlight that will be the predominant life-limiters for fan-belts.”

That's a relief then!

ABANDONED CARS: RECOVERY AND RESTORATION

Our front cover shows a quite famous picture, which has won two competitions for the photographer, Catherine Foreshore. She described how she came to take it, having seen the cars one afternoon and obtained permission to photograph them; but the sun was behind the cars, on the other side of the hedge, so the light was all wrong. She therefore returned the following morning, lugging her expensive photography gear and tripod - and as she began to approach, saw the cat sunning itself on the bonnet of the car.



Realising that the cat could jump off at any moment, she did not dare take the time to set up her equipment, but instead took this photo with her phone. And there you go.

Before meeting that photograph however, I had come across this other one, on the internet from an untraceable source; and seeing Catherine's picture, I remembered it, and managed to find where I had saved the image. Could it be they are the same cars? They looked very similar, although the horns and registration plate present on the front of the left-hand car in Catherine's picture were absent in the internet version. The images were clearly taken some time apart: Catherine's picture has foliage, where the internet image shows bare winter branches.



I tried to research further using the registration plates. We can see one plate in one picture, the other in the second. The Renown in the internet image is ?MC 888, or 886, or 883 - an unhelpful branch and other weeds obscure the ends of the plate. In Catherine's picture the registration on the left-hand car is clear: KTB 966, and from her angle it's clear from the shape of the radiator's top edge that this car is not another Renown as I had thought from the internet image, but a Roadster.

It was most unlikely to yield anything, I knew, but whenever I have a registration plate in an old photograph, I always try the DVLA website in Gov.UK, in case the car has survived and is still registered. So - KTB 966, do you still exist? YES! A miracle. I immediately went to my contacts in the Roadster Club, who were able to tell me that they knew the car, and it belonged in fact to one of their committee, Mick Pepper. I contacted him, and he was kind enough to supply the following information.

I purchased "Katie" from Grundy Mac Classic Car dealer in October 2006 making it nearly fourteen years under our care. Amongst the paperwork was the classic black & white photo shown above. One of my earliest tasks that I decided was to track down the photographer which I managed to do. Catherine Foreshore who took the photo, has won at least two photographic competitions with it. Catherine and her husband and I have become firm friends since and she was kind enough to give me the original print when we visited Preston some time ago whilst visiting Katies early haunts. Until our purchase Katie had never left the Preston area with her six previous owners.

The car has an early chassis number, number 76 out of a total of 2000 cars manufactured in the years 1948-1949. KTB 966 Was first Registered on the 31st December 1948 in Preston, Lancs. The photograph shows Katie resting in a hedge that nearly covered both cars, she spent seventeen years in this position.

Shortly after this photograph was taken both cars were towed out of the hedge. The car on the right hand side, the Renown, YMC 886, unfortunately fell to pieces during the extraction. The Renown's gearbox and overdrive unit is now fitted in Katie. The long renovation along with the time spent in the hedge meant that KTB 966 was off the road for twenty six years.

The restoration continues under my guardianship, replacement leatherwork & trim, new wood veneers, then a rebuilt engine and gearbox in 2016. The renovation never ends...

We do many car shows and events each year and usually a couple of continental tours as well, we cover 3,500 to 4,000 miles every year in "The Classic Car Season" and last year we toured "The Picos de Europa" in Northern Spain, climbing over 4,000ft with ease. In the fourteen years she has only once "failed to proceed" due to a cheap Chinese rotor arm failing.... We have completed 38,000 otherwise trouble-free miles of pleasure.



Katie has won many awards and trophies including "The people's choice" of all the classic car's parked in the Goodwood Revival classic car park in 2015. Owning the Roadster has also led me into being on the Triumph Roadster Clubs committee for some 12 years where I look after the Club's centres and the overseas correspondents.

Mick Pepper, August 2020

This all seemed fine, then: we had traced the identity of the two cars in the two photographs, and learned that the Roadster has survived in fine style, and the Renown has sadly gone for scrap except for the salvaged gearbox and overdrive. Except...

I have a note about YMC 886 in my incomplete Club 'early members-and-cars' master spreadsheet. This spreadsheet is something of a jungle, because I have over many years copied quickly in there many odd sightings of cars, registrations taken from old photographs, half-remembered enquiries from people saying "My dad had a Renown, I think it was TKO 420, do you know where it is now?" - and so on. At some point I need to work through our whole membership list, match up what registrations and commission numbers we can, and bring some order to it. But, in this rather unreliable tangle of data I had a note linking YMC 886 to Douglas Crook, one of our current Club members, who joined in 1985. Doug now has RPF 826, a TDC, but my rambling master-sheet lists YMC 886. Did he own it before it went in the hedge?

I phoned Douglas. "Yes," he said, "YMC 886 is me. Yes, I got it out of a hedge, it's the car in the picture; it was next to another Renown, in even worse condition." Not a Roadster? "No, definitely another Renown. I still have YMC 886, and some other bits, but I don't think it could be restored now. It's falling to pieces."

So... Apparently *these two pictures are NOT of the same pair of cars, after all.* We continue to investigate. See February's issue for the next exciting instalment of this hunt!

THOUGHTS ABOUT THE FUTURE: LOOKING FURTHER DOWN THE ROAD

A recent enquiry on a Facebook page for classic car enthusiasts wondered:



Paul Langley ▸ **Enthusiasts of British Motor Vehicles Built Before 1985**

1 h · 🗨️



Morning all, I'm just after people's opinions and thoughts on the classic car movement of this country. I own 2 classics but I am finding myself a bit of dilemma. I know that the subjects have been covered before but here goes. I am so unsure what to do with my cars.... I really do not want to sell them.... but....due to the fact that new petrol cars are now to be banned in 10 years, how will the availability of petrol after this time affect us.... yes I know it's a few years away but does that mean classic car values will just fall over these next few years as the inevitable gets closer.... Also another factor is this E10 fuel from next year... I have heard that many classics will struggle to run on this properly.... again obviously affecting values. And finally, not to get political or anything as we all have different views and I respect that.... many classic car owners love showing their cars at events too..... will this ever come back or are events like this now finished because of the current situation... my local car club are virtually saying that it is unlikely to be any shows next year....saying it's all dependent on the restrictions. So, with all I have mentioned what are your thoughts.... is it better to hold on to our cars and try to ride all this out but risk plummeting values or sell now... which I am at pains to do.... and still get a decent price for our prides of joy? Sorry about the long post.

The post attracted over 100 replies, overwhelmingly positive. Amongst the rebuttals of the fears expressed in the original post were the following points, which are, we believe, valid and reassuring:

- Don't worry about the possible financial loss on your cars. Whilst money is important, it's not the main reason we own classics; the important thing is the pleasure we get from owning, maintaining, and above all driving them. Anyone owning a classic mainly as an investment is going to be disappointed - unless it's a 1930s Bugatti locked away in an air-conditioned storage, never taken out on the road - and where's the fun in that?
- We can't tell how the future is going to change car values anyway. There are possible reasons they might fall - but it's equally possible that in 20 years when most vehicles are gliding around with an electrical whine, the sound of a proper petrol engine will be all the more appreciated, like the chuff-chuff of a steam engine, and they'll be cherished all the more for that reason.
- It's true E10 petrol is coming, but the Premium fuel is to be maintained at E5 maximum for exactly this reason.
- The traditional car rallies may have to adapt how they are organised in order to be covid-safe, but this can be done without great difficulty. Now we understand better how to stay safe, and what



What to do with your Bugatti - this car was first sold by Malcolm Campbell, and still has a dent where the lady driver crashed it at Brooklands. Local rally, Rye, Kent.

precautions need to be taken, it's clear there is nothing intrinsically hazardous in travelling by car, whether classic or modern; rallies are outdoor activities, and there's no need to come into close contact with anyone.

- More people are likely to be staying in their home country rather than flying, and finding activities they can do which make the most of our great countryside; if you're not a lycra-clad cyclist, nor a booted and Leki-stick-wielding hill-walker, what better than a classic car road trip?
- If you do want to sell your car, doing it now when doubts and uncertainties are at their highest is probably not a good idea.
- Life is too short for these worries - literally so for most of us. The all-electric car target date is 2030 for new car sales, but that may have to be pushed back for technical or infrastructure reasons; and after that date, existing petrol and diesel cars will continue to be on the roads in large numbers for - how long? Twenty or thirty years at least. Why worry now about conditions that might come about in forty years' time? Certainly, don't let it spoil your enjoyment of a classic today.
- We are only just starting to experience electric car ownership, and there are good reasons for looking closely at what happens as the new-technology batteries start to age. How soon do they lose a percentage of their power or range? How much do they cost to replace? How expensive are they to recycle? Paying a few pounds per tyre for disposal is one thing...
- People buying electric cars at the moment are for the most part those who can recharge on their driveway at home, and in the car park at their place of work. If this is to become compulsory for all, what sort of infrastructure will be needed for people living where the only parking is on-road and their place of work doesn't have designated parking either? These problems may well be soluble, but the answers are not evident at the moment. Petrol vehicles may become more and more valuable as the supply of new ones is cut off, and the stock of existing cars becomes smaller with age; and cars which are built today, with high-tech engine management computers, and complex and intricate (but unrepairable) features, may not age very well at all. A 1950s classic could be an extremely desirable vehicle by the time it is 100 years old.



UPDATE FROM HAYNES MANUALS

Following the death of John Haynes, the ownership of the company has passed into new hands.

It now appears that they will be producing no new manuals, but do intend to keep their extensive range of guides on classics in print.

Probably, this will not be too great a loss: after all, on a modern car, how much actual mechanical work could you expect to do yourself? Mostly, modern car maintenance is a matter of plugging in a computer and asking the car if anything needs replacing. One imagines that with the advent of electrically-powered vehicles this trend will continue.

“No user-serviceable parts inside.”

A REGISTRATION NUMBER CURIOSITY

For those members interested in unusual registration marks, may I offer you **8857 H**? Despite its unusual conformation, which makes one think of the very earliest registered cars from the dawn of the 20th century, this was a normal registration number issued to a late-manufactured Renown TDC 1706 DL by Middlesex County Council in April or March 1954. (Production of the TDC models was to cease later in the year, in October; but by this time sales were slow and some cars were not registered until months after their date of manufacture.) That car was owned by a Mr D Dunk, and was in TROC from March 1977.

The history of registration marks being issued by County Councils and County Borough Councils is a complex study. In the early days there was little realisation of just how many registrations would be needed; car ownership was limited by cost to only the few wealthiest members of society, and no-one in those days could have guessed how soon, or how much, that would change. Registration letter codes were allocated to the local authorities in a rather fanciful process, with some attempt to give authorities letters linked with their names; then as the pressure for registrations grew, especially in some busy areas, interesting anomalies appeared.

Middlesex County Council was responsible for the registration of nearly all military / War Department vehicles, and they also made allocations of whole blocks of numbers to specific commercial concerns. As a result, Middlesex registrations are the most fragmented and complex of any authority in the country, and tracing them has not been helped by the fact that Middlesex is one of the authorities which, when permission was given by DVLA to dispose of old records, destroyed the lot. This amazing decision was taken after the centralisation of all registration issuing in 1964. Tom Robinson, the Editor of the Globe from 1975 to 2012, has been making a study of the old Razoredge registrations, working in libraries and County Council archive halls. Resources and access to them vary widely. In some locations, access to the original hand-written files is granted only to one record at a time, on payment of a fee. This is very frustrating for someone interested in making genuine historical research, and one cannot help but wonder at the attitude implied by such a curmudgeonly approach.

The bible, for those interested in classic car registrations, is **A History of Motor Vehicle Registrations in the United Kingdom** by L H Newall. Leslie Newall was possibly the ultimate 'anorak'. His interest in registrations started in the 1930s, as the first three-letter registrations were being issued, and continued right up to his death in the year 2000. Because of the complexity of the subject, it takes a little experience to use the book, and the differences between the local authorities in their interpretation (and sometimes, misunderstanding) of the rules has not helped.

Most of us are familiar with the idea that the last two letters of a three-letter registration indicate the issuing authority – for example, Coventry Borough Council had the use of all letter-sets ending in –DU, –HP, –RW, –WK, –VC, and –KV, in that order. They began issuing ADU 1 in July 1934 and reached ADU 999 in October 1934, when they moved on to AHP 1-999, ARW 1-999, and so on. After they exhausted their last letter-pair with the AKV series in July 1935 they started over again with BDU 1-999.

By the time the first 1800 Roadsters and 1800 Town and Country Saloons, the TD series, began in 1946, Coventry had reached FRW; but different authorities moved through their lists of registrations at very different rates, depending on the size of the population and amount of industry in the area. Kinross, in Scotland, and Westmoreland County Council in the Lake District, both had such low numbers of registrations that they were still issuing two-letter registrations into the 1950s, not having yet needed to start three-letter codes. We thus still have current registrations of SV 1974 and JM 7350 as member cars in the Club, one from each of those authorities, respectively. Also surviving is XS 7842, currently operating as a wedding / hire car in Surrey, which was first registered in Paisley, Scotland. Paisley started issuing the XS series in January 1904, and didn't use the last one, XS 9999, until July 1956, when they

finally had to commence using three letters. This means that XS 7842 when allocated to our TDC in the summer of 1952 was part of a two-letter combination series spanning fifty-two years.



Personalised registrations, of course, are a whole different topic, and merit a separate article of their own. Love them or hate them, you'd have to admit this one was worth acquiring.

If any member is unaware of the registration number origins of their car, and would like to discover more, please contact the editor – preferably with a picture of the car – and we shall reveal what history can be discovered for the vehicle.

FAREWELL AND THANKS

From Colin Baxter, of Cheshire

Dear Editor,

Hoping you are keeping well in these strange times and looking forward to some relaxation at Christmas!

I am writing to thank you for keeping my items for sale in the Globe but now I am pleased to advise you that I have finally sold all my saleable items and sadly have no more old Razoredge bits lying around on shelves or in boxes. Recently my 'bright work' has gone to Germany/Switzerland and my dashboard knobs have gone to USA. So truly my spare parts of the old Triumphs have gone global and hopefully able to give others the spare parts they needed to keep theirs on the road.

I have been a club member or been associated with the Club for a long time, but it is now finally I say cheerio and farewell. Thanks for the fun years and for meeting many of you in the club. May the Club have a better year next year and continue for many years to come. I joined when Ed Lacey, of fond memory, was Chairman and it was through his enthusiasm that I appreciated the fellowship of the membership and the help and advice at the end of a phone line when needed.

So to everyone on the committee, past and present, I thank you for the good work you all do for the TROC! With best wishes and Seasons Greetings to all, Colin.

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.)

**Wednesday 10th
February**

Drive-your-Triumph Day challenge - Sir John Black's birthday. See page 103 for details of Rye Livingston's invitation to us all.

Sunday 21st March

TROC AGM Meeting, to be held online using Zoom. Full details and agenda will follow in the February Globe.

Sunday 18th July

TROC National Rally, at Avoncroft Open-Air Museum just south of Birmingham - covid restrictions permitting. Full details will follow in the spring, but be sure to keep the date clear.

**Grand Tour of the
Scottish Coast 2022**

The Facebook Group *Enthusiasts of British Motor Vehicles Built Before 1985* is organising this nine-day Scottish tour following the Scotland 500 run. If you are interested, you'll need to join the Facebook Group, and then express interest.



As a reward for getting this far: a rough guide to electrical engineering

Percussive maintenance	- I hit it and it started working
Cycled the power to the panel	- I turned it off and back on again
High-impedance air-gap	- I forgot to plug it in
Organic grounding	- I got an electric shock
Thermally reconfigured	- it melted
Kinetic disassembly	- it blew up
Thermal entropic incrementation	- it caught fire.

IMPORTANT NOTE: Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts given in the GLOBE are only the experiences of a member, and are no substitute for a workshop manual; we are sharing ideas and experiences, not offering guidance on what might or might not need doing on your car.

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.

NEWLY FOR SALE: LONG-CHERISHED 1949 TDA 617 DL, reg EG 9503.

Alan and Eileen Curant, who have been TROC members since the seventies, have now decided that the time has come to part with their early TDA. The car is believed to be mechanically sound, and has a reconditioned engine, but having been laid-up in dry storage for over 40 years, is in need of a thorough restoration. Neighbour Shaun C... dealing with the sale and can arrange viewing; offers in the region of £3,000.



More pictures on website

ALSO NEWLY ON THE MARKET: Members may remember reading about our member Tony Norris's purchase and progress pictures with HWX 806, TDA 509 DL. Tony is a professional restorer, and finds business has now become so brisk that he cannot justify spending time on this car. They would be happy to complete the restoration for you - but it would have to be as a paid job. The chassis is stripped and prepared, and reassembly ready to begin. For details of the current status of the car and price, contact Tony on 07817 597 880 or email at Kreativeautomotive@outlook.com.



FOR SALE:

James Workman is disposing of his late father's TDC 1556 DL, NXU 718, a very smart car which was in regular use as a wedding car until 2018. It runs well, and has recently had the radiator re-cored. Offers in the region of £10,000 to James Workman, 07585 227 056. The car is currently situated in Atherstone, Warwickshire.

WANTED: set of TDC push-button type door handles. Contact Kerry Carr of Louisville, Kentucky, via the Facebook *Triumph Renown Restoration Group*, or through the Editor.

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, 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.

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: wheels, headlamps (need re-chroming). Some dashboard instruments. One wheel in good condition. Contact: Colin Baxter, Cheshire.

ALL NOW SOLD

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; email seamusnugent@icloud.com .



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: ruskin@ruskin.tv .

