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# THE GLOBE

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VOL 46

NO 6

FEBRUARY 2021



No messing about.

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

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

*Note that our spares officers, like all members of the committee, are volunteers working on Club tasks in their spare time. Where possible, we aim to send spares within 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. There may inevitably be delays.

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,

As the UK has now completed its leaving of the EU, TROC is required by law when sending parts Europe to adhere to the numerous regulations concerning transfer of goods. We have now been allocated our identification code for such activities but that is not the end of the issue. Every item in a shipment has to have its international commodity code identified from a government list. These codes are nominally 6 digits long with up to 4 more digits in some cases to uniquely identify the type of part. Your spares secretary, Bob Hobbs, was going to print out the list of codes that might apply to spares. However, when the print command was given on his home computer it stated that the list was over 650 pages long. Clearly it is not sensible to print the list!

We cannot avoid having to fill all the customs forms with all the details suitably completed. This is going to be a tedious business and your patience is going to be needed for the foreseeable future.

We mentioned in the last edition that the **AGM in 2021** is to take place online, as a Zoom meeting. Details of this event, with the agenda, the Officers' Reports, and the financial balance sheets for the last two years, are in this Globe, starting overleaf.

**Do please give these pages some attention - this is YOUR club, and the AGM is your opportunity to steer the Club towards the way you want it to be.**

Our 'What's On' section dwindled steadily during last year's 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, but the timetable of the vaccine roll-out and the continuing high numbers of infections and deaths make it look possible that our summer Rally will not be taking place this year either. Watch for announcements in the newsletters of April and June for a firm decision. 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!*

**2022 CALENDAR COMPETITION - p125!**

*Editor*

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**We welcome new members:**

- 1271 Gary Schmucker, Nebraska USA, who has purchased TDC 2044 DL, which used to be with the late Dr Paul Patrick in Mesa Arizona, and before that was DWG 950, owned by our member Mel Morgan in Burton on Trent.
- 1272 Bill Terry, in Connecticut USA, has TDC 2187 LIM, a dark grey Limousine nearing completion of a restoration.
- 1273 Steve Cook of Thornton le Moor, Northallerton in Yorkshire, who has TDC 253 DL, now XVV 275 but first registered as ORL 17. (That plate is currently being worn by a Bentley Azure, apparently.)
- 1274 Harald Menge, in Switzerland - see the article on Swiss Razoredges, p137. You have NEVER seen a Razoredge like this one. It started life as TDA 148, but has worn a number of different identities.

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**Our cover pictures for this issue:**

Front – A seasonal image from Graham Sinagola, brutally uncompromising in its message.

Rear – Oops... Rescuing an over-ambitious caravaner from the flood. This was somewhere in Australia, date and car unknown - but at least, given the Australian climate, the car would have had a chance to dry out afterwards. Picture shared by Michael Cornish, who also spotted the Australian tyre company near Perth seen on p124. He was born in Whitehaven, Cumbria, and has also found a Razoredge picture featuring that remote location.

## TROC AGM 2021

### How and Why, time and date

Our AGM this year will be held ONLINE on **Sunday March 21<sup>st</sup>, starting at 10am UK time**, using Zoom software. Club members who indicate they would like to attend will be sent, in advance of the meeting, a link to join. Details for how this will work are given below.

If you request a link but are then unable to attend for some reason - that's not a problem.

This AGM is of increased importance for the Club this year because we were not able to hold one in 2020, due to Covid restrictions.

### What will happen - explanatory note for members not familiar with AGMs

Each of the Club's officers reports on significant activity during the year and any issues which have arisen, and will respond if there are any questions raised by members. If there are nominations to the committee, these will be considered.

### Procedure for joining the meeting

If you might be interested in observing or taking part in the AGM, you will need an invitation link from Mike Sampson, who is hosting the Zoom event. Please request a link by sending an email to [MembershipAdmin@TROCltd.com](mailto:MembershipAdmin@TROCltd.com), using the email account which you intend to use for the meeting, and giving your name and membership number or car registration.

To attend the meeting you will need access to a computer, laptop, tablet or smartphone which can take part in Zoom meetings and which has downloaded the software. Not all desktop computers have cameras or microphones, but all tablets, laptops and smartphones should be capable. Members who have never used Zoom and are not sure if they have the necessary equipment might like to arrange this with a friend or neighbour (if possible safely under Covid guidance); or it is possible to take part on a smartphone if you have downloaded the App from your App Store. Once you have done this, simply click the link we will email to you, and the Zoom software will launch.

**Those who do not have computer or smartphone access** will therefore be unable to take part in the online meeting. We are very conscious of this, and we are concerned not to disenfranchise any members. (However, in the past, all those members who lived too far from the meeting venue to be able to attend, have effectively been in the same position.) **If you have concerns, questions, or opinions you would like to express, please comment on the enclosed form or write to the Secretary, Bob Parsons, and your views will be represented at the meeting.**

Please note: we shall be recording the meeting.

### 'Trial run' opportunity to meet and check how Zoom works

Especially for those who are not familiar with Zoom, we have arranged two 'coffee morning' Zoom sessions, on the two Sundays preceding the AGM, so that you can try it out and be sure your Zoom access is working properly. You are welcome to attend even if you do not intend to join the AGM.

These will be from 10-11am (UK time) on the 7<sup>th</sup> and 14<sup>th</sup> March, and because these are just informal drop-in sessions, we do not have to ask you to register in advance. Anyone can join, just by clicking this link: <https://us02web.zoom.us/j/86269391524?pwd=eTdLaXlmYkd3SW9rMEJ0c25WMGZyUT09>

Or: open Zoom on your computer, tablet or smartphone, and join meeting ID **862 6939 1524** .

**CHAIRMAN'S REPORT (Bob Hobbs standing in for Chris Hewitt)**

In October of last year Chris Hewitt stood down from his roles of Triumph Razoredge Owners' Club Chairman and the brakes, steering and suspension spares secretary. Chris has decided that it was time to ease back on his work for the Club and devote more time to enjoying his retirement and family life. He is still looking after the Club's stock of secondhand bits and pieces such as doors and wings. Any member wishing to enquire about these parts is requested to do so via Bob Hobbs. We wish Chris and his wife Muriel best wishes for the future and thank them for all the time and effort that they have given the Club for many years.

As has been reported in previous editions of the Globe, we are seeking new members to assist on the committee and with the spares activity. This is an important matter and will be discussed later as an Agenda item.

Since our last Annual General Meeting the Club has, in common with many organisations, had to cancel all its social activities. The committee has held a number of meetings via the Zoom meeting program on the Internet. This allowed us to ensure that we are ready to hold a rally this year if lock-down restrictions allow it and of course to review various issues relating to the management of the Club.

The use of Zoom has proved a convenient means of meeting during the lock-down. The committee decided that rather than cancel the AGM as happened last year due to the Covid-19 restrictions, it was worth using Zoom for the AGM. This will be a trial of the system and may have a few difficulties. Please bear with us.

In recent years very few members have attended the AGM. We are hoping that holding the AGM by means of Zoom will encourage more members to participate in the meeting. It is recognised that not all members either have, or indeed wish to use, computers and that we must ensure that their interests and views are taken into account at the meeting. To that end, an abridged version of the reports from the committee are given in this edition of the Globe. If any member who is not able to participate in the Zoom meeting wishes to comment on any aspect of the Club's organisation or plans for the future they are asked to put their views in writing and send them to the Triumph Razoredge Owners' Club Secretary, Bob Parsons, to arrive at least one week before the meeting. Bob Parsons' address is to be found inside the front cover of the Globes.

Our intention is to run the meeting in much the same format as if it were a normally attended meeting. Bob Hobbs will act as chairman for this meeting whilst Mike Sampson manages the Zoom facility. Each committee member will present their report and attendees will be invited to ask questions at the end of each report. All general discussion will be held at the end of the meeting under Any Other Business.

The position on the committee of chairman is vacant following Chris's stepping down. The committee is currently discussing how this position will be filled. When appropriate the membership will be asked to vote on acceptance of the nominated person in accordance with the Club's Constitution.

**SECRETARY'S REPORT - Bob Parsons**

Our Companies House registration documents have been completed as normal. Mike Sampson has replaced Chris Hewitt as one of the three Directors of TROC Ltd.

**TREASURER'S REPORT - Bob Parsons**

As you'll see from the accounts for 2019 and 2020 along with the 2018 accounts for comparison (following pages), our club has withstood the covid lockdowns with our membership of 195 being higher than it has been for many years, and our end of 2020 bank balances in the general (£6,048.00) and spares (£31,581.38) accounts have never been so buoyant.

Our costs were reduced by the forced cancellation of the annual rally and the halving of the club's insurance fee by changing brokers, with no reduction in cover. The use of Zoom Committee meetings has also kept us operational with real savings on our usual meeting charges.

It does mean that we can face 2021 onwards with equanimity to keep the Club going forward for the benefit of our membership in the UK and elsewhere in the world

#### **MEMBERSHIP REPORT - Roger Stone**

Our numbers have been rising steadily for the last five years, which is very encouraging. This appears to be driven by three things: a steady trickle of lost cars being unearthed or inherited, and the new owners joining the Club; existing Razoredge owners who have been aware of the Club for some time deciding to join; and a number of members who have sold their cars, instead of leaving, continuing their membership.

However, in 2020 we did not remove any members who did not pay their annual subscription, knowing that for some the covid lockdown would be bringing financial uncertainty.

The number of members who have elected to take the newsletter electronically as an email attachment, in return for a reduced membership fee of £20, has continued to rise, now standing at 73. The savings in printing and postage make a significant improvement to our General Account finances.

#### **EDITOR'S REPORT - Roger Stone**

We have produced our usual six editions of the Globe during the year, and I am very grateful to all those members who have realised that with the covid restrictions and lockdown, there is much less to write about. Members and non-members have contributed pictures and stories of interest, and we have had increased feedback, probably because with more time stuck at home, the newsletters have been more widely read.

We also launched, in January last year, a photographic competition to construct a calendar, which was distributed free of charge to all members in December. The response from members was strong, and we shall run the competition again in 2021. We don't yet know whether we shall be able to distribute the calendars free of charge next year.

#### **HISTORIAN'S REPORT - John Bath**

The majority of my Report is going to be devoted to my role as the DVLA "representative" as I can authenticate applications under the V765 Scheme for both "lost registrations" (not on the DVLA Computer) and those of our cars where the registration number has been sold off to "number plate bandits" thus an age-related registration number needs to be justified to DVLA and then assigned.

I should add that I perform a similar role for the British Packard Club, as most of you know already. Having checked the website just now, both Clubs continue to be on the "approved list of clubs" – V765/1.

For inspections of the **completed** vehicle, it is no longer necessary for the "authorised representative" to inspect the vehicle in question, and produce a signed report to go to the "DVLA representative" but the stipulation is that it must be done by an independent person not known to the vehicle owner – understandably of course.

During Covid, there seems to have been some possible relaxation of some of the rules, as I have been asked to authenticate 2 Mercedes Benz cars, one of which is outstanding (inspected only last month) and the first one, one successful – the common theme being they were based locally to me.

In the first case it was DVLA's suggestion for the owner to contact a locally based authorised Club on the list, and I then responded to a round robin – both done with my Packard Club stamp.

Despite my “success” with my very first Mercedes “authentication”, I have heard of long delays in processing V765 applications elsewhere, though sadly apart from myself (!), I do not have anyone with whom to compare notes in another Club.

And back in August 2019, FBHVC reported on their website and in their Newsletter that there were various problems which amount to a more suspicious attitude to genuine applications it seems, sometimes resolved by “*submitting an application a second time!*”

### **TROC situation**

Personally, I have not dealt with any TROC application for about 2 years now, and where the Editor has referred Club members to me to start the process, a request for original documents like original log -book, MoT cert etc, has closed off any further correspondence entirely.

The car must be complete however, so a partial restoration will not be at a stage where DVLA will consider restoring the index letters, so that has to be explained by me at the outset – which could be the delaying factor for the TROC Member.

**PR initiatives** – sadly nothing to report.

### **SPARES SECRETARY REPORT - Bob Hobbs**

During the past year sales of spares have been slow as might be expected due to the Covid-19 lockdown restrictions. As reported in the Globe during last autumn, Chris Hewitt decided that the time had come to step down from his two roles on the committee. As a result, at very short notice, all the brakes, steering and suspension spares were relocated to Bob’s house in Wiltshire with Roger Stone’s daughter, Emily, being very helpful in providing her time and large Transit van to help with this task. The process of sorting and cataloguing these spares is taking some time. This is because the Triumph Razoredge Owners' Club spares are co-located in a large shed with Bob and Jill’s gardening and cycling items. On warm dry days some of the Hobbs family treasures can be moved outside to make space for the sorting process though from December onwards it has been too cold for me to spend hours on my knees sorting through the many boxes of Club spares! I have already spent around 150 hours total time on the task.

More news about the spares operation and plans for the future will be discussed.

### **TECHNICAL ADVICE SECRETARY REPORT - Bob Hobbs**

During the last year I have continued to respond to members’ queries about their maintenance issues relating to the Razoredge cars. I have produced a number of short articles for guidance to answer some of the queries. I hope to edit these and also add to the collection in order for Roger to make this information available on our web site or, if required, by post from either Roger or me for those without Internet facilities.

### **CLUB RALLY - Mike Sampson**

We have carried forward the organisational stages of our rally preparation from 2020 to 2021, but it is not yet clear whether the rally will be able to take place this July. Although the vaccination programme is rolling out very efficiently, we don’t yet know if this is going to reduce infection to the extent that it will be safe or sensible to hold such a meeting, even though it would be outdoors and could be maintained at socially distanced spacing. We shall observe the Government guidance, and a decision will be announced in the April or June newsletters.

The Rally date is currently set for Sunday 18<sup>th</sup> July at the Avoncroft outdoor museum, south of Birmingham.

**NOMINATIONS FOR COMMITTEE - ELECTIONS OF OFFICERS - ANY OTHER BUSINESS  
DATE OF NEXT AGM MEETING - March 2022, details to be announced in the newsletter.**

GLOBE-SPANNING PICTURES



Michael Cornish is a contributor to the Facebook ‘Triumph Renown Restoration Group,’ and lives near Perth, Western Australia. He has contributed several images, including the one above, of Whitehaven in Cumbria, which is where he was born. The image must come from the mid-sixties, judging by the

presence of Minis and the Riley Elf; and the furthest Mini, next to the Land Rover, has a B suffix registration - 1962. The Renown, JRM 643, is an early TDB from 1950. JRM is a local Cumbria plate. Nothing else is known of the car.



Michael also contributed our back cover image, which is of unknown date and location in Australia; and this novelty - a tyre company with a very good name, located in Perth.



**CALENDAR COMPETITION FOR 2022**

Following the success of our 2021 calendar, which we hope all members are enjoying, we are happy to announce the re-launch of our photo challenge competition which will build into the calendar for 2022.

The terms are exactly as last year. Photos submitted should include a Razoredge - not necessarily your own - and they will need to be high-resolution, in order to be used in the calendar. Actual photo prints may be submitted by post, and will be returned if you include a stamped addressed envelope.



The choice of setting is completely open. It would be good to have some images which show work being done on the car, or some of our laid-up cars in storage, to bring variety to the calendar and to represent all aspects of Razoredge ownership. All we are looking for is a good photo composition, and this will be the basis of the Committee's selection in November.



Thanks to the wonders of modern image manipulation, we are able to remove odd blemishes - so do not despair if you have a great picture with an annoying traffic cone or road-sign intruding.

If the image has a seasonal tie, so that we can match it to an appropriate month, that will be a bonus.



Pictures taken this year will be given priority, but we shall probably include some historically significant memories as well. It is intended not to use images which have previously been seen in the Globe, with rare exceptions. We shall also be hoping to reflect our world-wide membership with images from different countries.



Pictures should be emailed or posted to the Editor by November 1<sup>st</sup> 2021; contact details are inside the front cover.

*If any member would like a further copy of the 2021 calendar, we have a few spares remaining; these may be purchased for £5 including postage, from the editor.*

Images used on this page, from the top: John McGlinchey, Jim Shotter, John Goodwill, Chris Burgess.

## NEWS OF OUR CARS

We have learned of the reappearance of a Razoredge once well-known to the Club. This is TDB 5660 DL, a maroon car, recently purchased in America by Hayden Terry. He has a collection of 13 British cars in various states of restoration.



Images courtesy of Hayden Terry.

After enquiring the Commission Number from him, I was able to check our club records for any trace of it - and this led to a remarkable story.

The car had been in the Club for several years starting in December 1978, owned by Vic Cooper in New Zealand.



Looking much better after a rinse-off!

The picture Hayden sent showing the commission plate revealed that the bulkhead around it was black, which was therefore the original colour of the car.

Tom Robinson, editor of the Globe from 1975 to 2012, was also on membership duties at that time. He also has strong New Zealand connections, having visited the country and even toured South Island in a Razoredge (see the Globes of August and October 2012) so I was sure he'd be able to give us further information about Vic Cooper; and so it was.

“Yes, the car was maroon when Vic had it. He lived in Palmerston North. He was of Polish origin. Imagine my surprise when he rang me one evening asking for a steering column. His accent was unmistakable after all these years. He had come over to England in 1940 to fight, and was a Battle of Britain pilot. Of course, he did not tell me that; I learned it later from Peter Faber.

“Vic had lost his left leg in the war, and bought the Renown because it was the only car he found he could get into and drive. He died quite a few years ago now and his widow sent me a photograph of his grave in their garden.

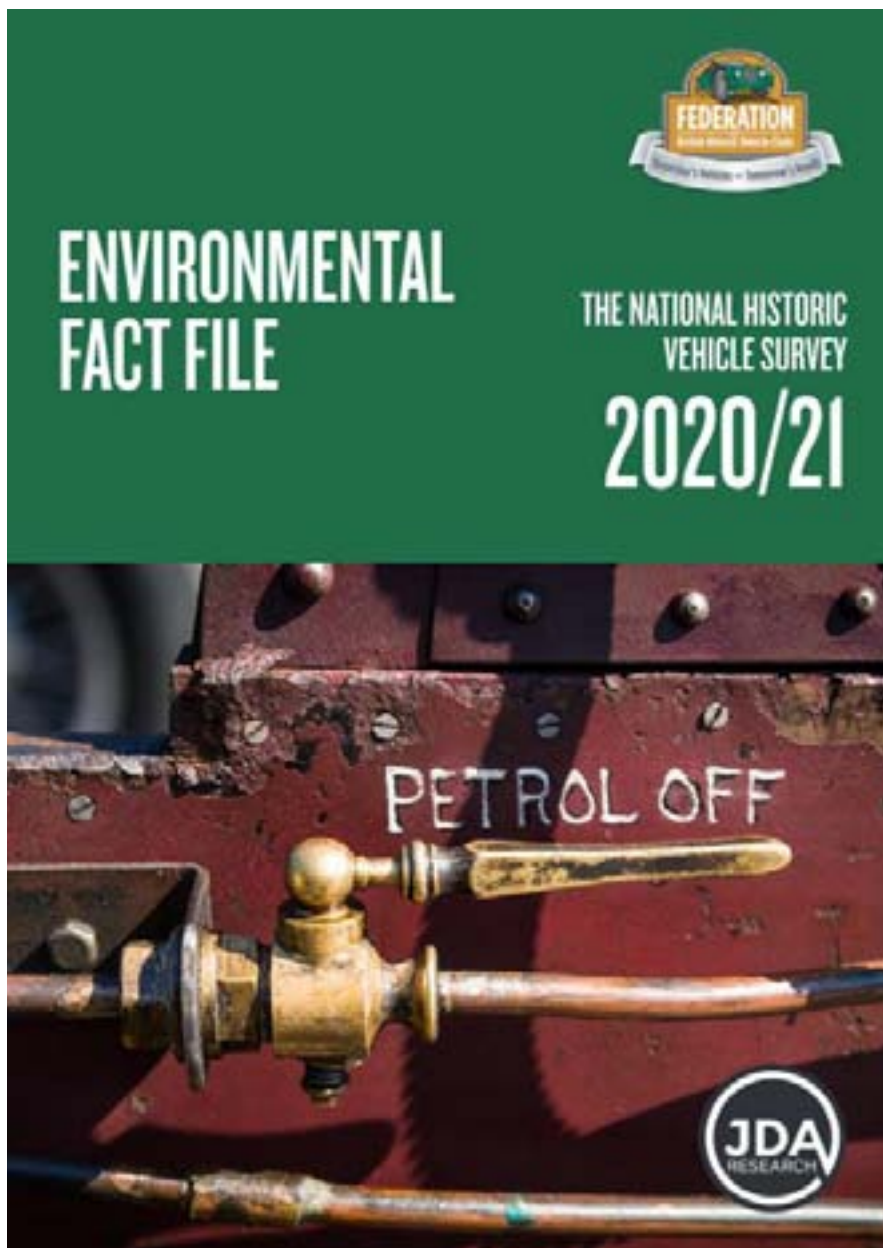
“How he became ‘Victor Cooper’ I do not know. Somewhere, I have shots of his car though we did not visit him on our trips to NZ.”

So we have a glimpse of the history of the car, but there are significant gaps - how it came to America from New Zealand, and where it spent the unrecorded years. We shall hope to continue the story with more news from Hayden.

## FBHVC SURVEY FINDINGS

Last year, when the covid-19 restrictions started to make it clear that it was going to be a year like no other, the FBHVC brought forward their next periodic survey of the classic car movement from 2021 to 2020. This was because several of the questions ask about total spending, total miles covered, and so on - *in the previous calendar year*. Asking about 2020 usage would have been pointless, so they brought the survey forward a year, and asked the questions about 2019 instead. Hopefully some of our readers completed the survey - links were provided in the Globe, and we submitted one survey completed on paper on behalf of a member who did not have computer access. We also responded to the survey as a Club.

Now, the FBHVC is publishing the results. In the December Globe we shared their reaction to the electric cars initiative; now we have the substantive factual survey results, and on the following pages, some compelling environmental arguments relating to the ecological impact of classic cars. We present this information in our centre pages, so that members may use it as a pull-out leaflet if you wish; or further copies of these pages are available from the Editor on application.



### Love that cover image!

Petrol Off, indeed - as from 2030 new vehicles, anyway.

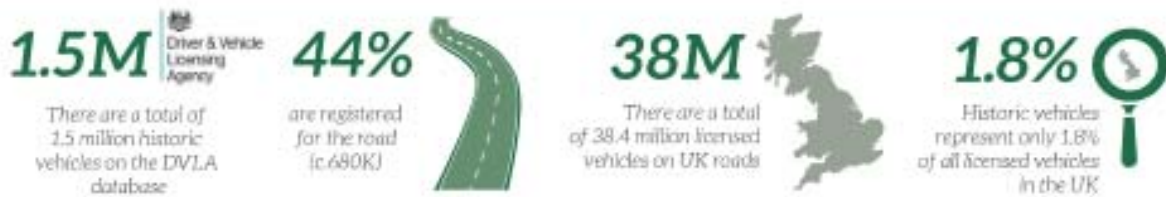
The headline numbers, as always, show that the historic vehicle movement is a significant part of our culture and our economy. The attitudes of the overwhelming majority of public opinion is very positive towards classic vehicles, and feels they should be in use, not just seen as museum exhibits.

# FEDERATION FACT FILE

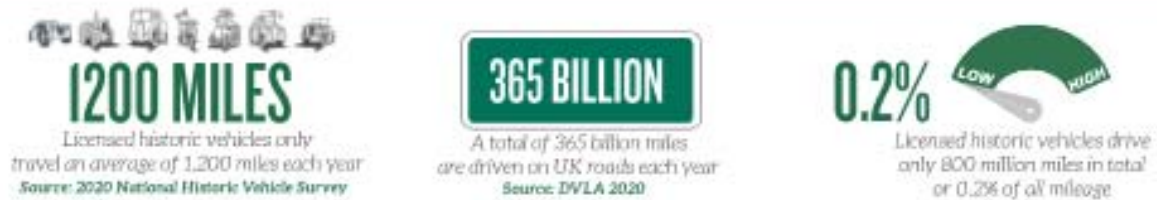


## #1 OLD VEHICLES ARE DIRTY, SMELLY & POLLUTING - RIGHT? WELL NO ACTUALLY! CONSIDER THESE FACTS A-D:

**A.** There are not that many historic vehicles compared to the total number of vehicles on UK roads today.



**B.** Historic vehicles are not driven very far each year which means they don't actually account for that many miles.



**C.** Total emissions from fuel used by licensed historic vehicles are low by comparison to those emitted by all other licensed vehicles.



Given the high proportion of cars and motorcycles in the historic vehicle group and the relatively low number of buses, coaches, heavy goods, agricultural and military vehicles, the level of actual emissions is likely to be even lower than the mileage driven would suggest.

Note: when comparing emissions from new vehicles, figures must reflect the carbon footprint of manufacture. The carbon footprint of the manufacture of historic vehicles has already been sequestered. There is a strong case to encourage owners to retain and repair vehicles rather than purchase new.

**D.** The environmental footprint associated with historic vehicles spending is smaller than that of normal consumer spending.



There are three main reasons for a smaller footprint - 1: spending on classic and historic vehicles has a high labour content and low energy and materials content, 2: the philosophy of repair rather than new build means the industry focuses on re-use, and 3: these types of vehicles typically have very low levels of usage.

Source: The Economic Impact of the Historic Motor Industry in the UK, HERO-ERA / CEBR December 2020.

YES, THERE ARE SOME EMISSIONS BUT THESE ARE HERITAGE ASSETS



#2 HISTORIC VEHICLES STILL CAUSE SOME ENVIRONMENTAL POLLUTION SO SURELY YOU SHOULD STOP USING THEM?



Of course historic vehicles cause some pollution but owners are aware of the environmental issues, and we have seen this from our survey. The FBHVC is committed to carbon zero.

Already, 35% of enthusiast owners either contribute to a carbon off-set programme or would do if a suitable programme was available

The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

#3 NEARLY 1 IN 3 OF THE BRITISH POPULATION THINK THAT HISTORIC VEHICLES SHOULD BE USED RATHER THAN SIT IN A MUSEUM



We know from previous research that a significant proportion (32%) of the population think that historic vehicles should be used rather than sit in a museum and that nearly half (48%) believe they should be preserved for people to enjoy in the future.

A similar proportion believe historic vehicles are an important part of our heritage.

HISTORIC VEHICLE ANNUAL MILEAGE  
Source: 2020 National Historic Vehicle Survey



1,395 Cars  
881 Motorcycles  
71 Tractors  
827 Bus/Coach  
1,387 Vans



The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

For more information please contact: [environmental@fbhvc.co.uk](mailto:environmental@fbhvc.co.uk)



For more information on the survey or other opportunities to get involved email: [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)

Front page Picture credit: Stephen Lang, Brooklands Museum.

**OUT AND ABOUT**

Four new pictures from Pierre van der Luytgaarten in the Netherlands. He is clearly an enthusiastic rallyist, and the car, TDB 1784 DL, is maintained in outstanding condition.



This car is maintaining proudly the memory of a previous TROC Chairman, the late Ed Lacey, who owned it back in the eighties and nineties.



Another of our most active members, Graham Sinagola in Antrobus, Cheshire. It's not often our cars find themselves upstaged by the company they keep, but that Rolls does look a little impressive. Do you notice the carriage lamp sidelights?

Tom Robinson has informed us that at the time of writing (first week in January) his Razoredge TDC 2576 DL had done more miles in 2021 than his everyday Toyota.

“As the Christmas trimmings had to be placed back into storage, a car had to be poked into life, so we took the Renown. Five miles later with a smug grin on its radiator, it returned to hibernation, surpassing the Toyota's distance travelled in all of 2021! Regards, Tom.”

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**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.

“OH DEAR...”



Anxiously checking - the photo is from 1964, so it's a prime possibility.... No, no Razoredge here.



Unlike these two sad specimens, photographed by Peter Faber in New Zealand some time ago.



WORK IN PROGRESS



In the splendidly-named village of Draycott-in-the-Clay, near Ashbourne in Derbyshire, Beryl and Dave Goring have acquired TSL 866, TDC 111 DL. Discovering that the back end was very seriously rotted, having been more exposed to the weather during a long period of storage, they have decided to make this rather unusual but very effective conversion to a pick-up.



This is another car probably not known to the Club, but since TSL 866 is a re-registration, it might have appeared with us under some earlier plate.

Love those two anvils! They have had good use, because the top faces on each have been worn down and re-faced more than once.

Because of its chassis-built construction, our Razoredge lends itself to this kind of adaptation; but few modifications can be quite as extreme as that carried out in the 1960s on one of the Swiss cars, in the following article.



Pictures courtesy of Beryl Goring

## THE SWISS RAZOREDGEDES

Our member Bernhard Ruest, of Schleithem in Switzerland, has made a study of tracing all the Razoredges he can find in that country.

It is particularly significant research because Switzerland was a key target market for the newly-launched Triumph Town and Country Saloon in 1946. After the war, Britain was deeply in debt and desperate for export income; but most of our European neighbours and many other possible markets around the world were in ruins, struggling to rebuild their society, industry and infrastructure in the aftermath of the war. The shining exception was Switzerland, which had managed to preserve neutrality, and where there were



still people with the money to buy a new car. In the home market there was a crushing 25% purchase tax to be added; but cars exported did not carry the burden of that tax, so our prices were very competitive. We were also significantly less expensive than most of our comparable British rivals - the Armstrong-Siddley 2 litre, the Daimler 2½

litre, the Lanchester 10+ and the Riley.

It is therefore no coincidence that many of the oldest TD models are to be found in Switzerland. The very oldest known car, TD 161 DL, is in a ruinous state and is owned by our member Roland Gyger in Krinau.

Four of the ten known Razoredges in Switzerland are TDs, including Erwin Raess's TD 302, which we believe is still with Herr Raess although it has been offered for sale, one of his extensive collection of classics. This car was first registered in 1946 by a Mr Pedroli in Locarno on Lake Maggiore, in the Italian-speaking southern part of the country. Today, all the known Swiss Razoredges are arrayed across the northern cantons.



Believed to be the initial launch of the 1800 Town and Country Saloon in this showroom, October 1946. Image courtesy of Lothar Klementz.

One of the other two early TDs is Bernhard Ruest's own TD 409, seen on the map at the very top, amongst the wrinkles of the German border. His canton, Schaffhausen, is almost encircled by Germany, and nearby - not many people know this - is a little exclave of Germany, Büsingen am Hochrhein, surrounded completely within Swiss territory. Given that it has a population of only 1,400, and since Switzerland is not in the EU whilst Germany is - perhaps those of our politicians struggling to resolve the Northern Irish border issues should make a visit here, to see how it's done.

The next car on our chronological visiting-list is our member Jacques Faerber's TD 904, over in the French-speaking west, on the shores of Lake Geneva. The city of Geneva itself is almost completely surrounded by France, and the border runs up the centre of the lake. In the conurbation of Annemasse -

Gaillard - Thônex - Chêne-Bougeries, there are places where the stream at the bottom of one garden marks the border, and your neighbour in his garden on the other side is in a foreign country. It's a concept which we, in our scepter'd isle, girt by a silver sea, find a little unsettling.



Image from Google Earth

The town of Morges is on the lake, just south of where Jacques' TD 904 may be seen, and here they hold a British Car Event each year. We have often featured it in our Globe 'What's On' guide, but to the best of my knowledge only Jacques and Bernhard have attended. One day...

The remaining TD is in Bienne, just north-west of Bern, and it is TD 1695, undergoing full restoration by a professional restoration company and exhibition gallery called Old Wheels. The quality of work on their website is remarkable - see <https://www.oldwheels.ch/>. Stefan contacted the Club last year in search of parts for the steering box, but sadly our spares resources for the TD model are quite limited and we were unable to help.

We shall break from the chronological sequence and move to TDC 1507 in Zurich, another car undergoing restoration, this time in a Technical College, by students under the tutelage of Andreas Wernli. We have covered the story of this car in some detail - see the Globes of February 2016 and August 2020, when we reported on Bernhard visiting the college in his own car to show them how the finished article could look.

Another TDC is shown just north-east from Bern, and this is TDC 2082 LIM, a cream and gold Limousine. This car has featured on the cover of the Globe (June 2014) and in an earlier edition the previous editor, Tom Robinson, described being driven in it during a visit to Switzerland. At that time the car was owned by Max Emch, but it has since changed hands and it is now owned by a Mr N Wicht - I'm no longer sure whether the marker in the map is in the correct place.

There are other cars Bernhard and our records suggest should still be in Switzerland somewhere, but with which we have lost touch. TDB 4868 is we believe still with Herr Walter Ramsauer, over in the west near Lake Constant; but TDC 2349 DL was imported from France, Département: Indre-et-Loire, by a dealer, Carlo Pina - and we have no idea of its current location.



One further TDC, bought with TDC 1507 (the Zurich Technical College car) by Stephan Herzig and then owned by Urs Zaugg, might possibly be the car GRX 608 described as being sold to a Swiss buyer in our June 2020 Globe, in a story by Philip Inwood. That would have been in about 1985. In 1977, the car had been an early member of TROC in the ownership of Peter Townson, and from Peter's membership application I can now tell Bernhard that this car is TDC 124 DL. That means, if we ever find the missing Urs Zaugg car, we'll be able to identify it positively, one way or the other.

We have saved the most amazing Swiss car for last. This, believe it if you can, is TDA 148 DL.



The car has worn a number of different registrations. When it began life as a normal TDA, it was KLR 296, first registered in the UK on March 1<sup>st</sup> 1949. We know little of its life whilst it looked like an ordinary Razoredge. In 1961 however it underwent its transformation, in the hands of John Golder. John created a number of 'specials', others using the Riley Falcon chassis seen here.



It appears that the chassis from TDA 148 was pretty much all that was used. A Riley ‘big four’ 2.4 litre engine was coupled with a ZF gearbox; new wheel drums supporting wire wheels fitted. The original hydraulic brake system remained. The whole body was replaced, the driver’s seat position moved half-way towards where the back seats are in a normal saloon. The entire back end has been much shortened, so that the car ends as soon after the rear wheels as is decently possible.



Bernhard had previously sent me this picture of the car in a display, and I must admit I wondered why.



If you look, however, you’ll see the registration 163 YUL, which is how the car was re-registered in the UK after its conversion. In 2012 it was exported to Switzerland, and after a further complete rebuild in 2016 - with a different five-speed gearbox - it became first BL 148496, and then last year, BL 57349, with its current owner, and the newest TROC member, Harald Menge.

This is an amazing story, and we welcome Harald to the Club, though it’s most unlikely he will ever hear the chorus of “My uncle used to have one of those - it’s a Mayflower, isn’t it?” which the rest of us get regularly - or used to, when we could get out.

Harald is accustomed to take part in classic car races, and expects to complete 4-5,000 km per year, which is certainly making the most of a car which looks great fun to drive. If he ever comes to Britain, however, we’ll be careful to warn him not to try the same sort of driving in the more traditionally-shaped versions of this car.



Images courtesy of Harald Menge and Bernhard Ruest

## WHAT'S ON: 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.)

**Sunday 7<sup>th</sup> March and  
Sunday 14<sup>th</sup> March  
by ZOOM**



Image by Charlotte  
Eve mugs

**TROC Coffee Morning and Zoom practice.** For the benefit of any members who would like to find out more about using Zoom, or who would like to take this opportunity to meet face-to-face (only electronically, but it's better than nothing). Brew a coffee, find some biscuits, and at about 10am click this link:

<https://us02web.zoom.us/j/86269391524?pwd=eTdLaXlmYkd3SW9rMEJ0c25WMGZyUT09>

This link will also be available on the Facebook page **Triumph Renown Restoration Group**, but only on the day.

**Remember - the 14<sup>th</sup> is Mothering Sunday. Don't neglect your other obligations!**

**Sunday 21<sup>st</sup> March  
by ZOOM**

**TROC AGM** to be held online using Zoom. Full details and agenda are on pages 118. A link to the meeting will be sent to all members who indicate they would like to attend.

**Sunday 9<sup>th</sup> May**

**All Triumphs Picnic at Walton Hall, Warwickshire.** Organised by the Pre-1940 Triumph Club, but open to Triumphs of any date, and a warm personal invitation has been extended to all TROC members by Martin, the organiser. Our Coventry member David Stansfield has been the only Razoredge in attendance in previous years, in his Limousine, but it's a very informal gathering, no booking required, and Martin hopes to see more of us. **This all takes place in the open air, and it's easy to remain socially-distanced**, so they are hoping the meeting will be able to go ahead. Obviously, this will depend on Government regulations and guidance nearer the date, so please check again at that time.

**Sunday 18<sup>th</sup> July**

**TROC National Rally**, at Avoncroft Open-Air Museum just south of Birmingham - **covid restrictions permitting**. Full details will follow in the April and June Globes, 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.





**PICNIC AND HOG ROAST 2021**  
**SUNDAY 9TH MAY - THE WALTON HALL HOTEL**  
**HOSTED BY THE**  
**PRE-1940 TRIUMPH MOTOR CLUB**



This, the third of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1970s.

This year's venue is the beautiful Mercure Walton Hall Hotel, Wellsbourne, Warwickshire CV35 9HG and, for those without a picnic, Martin's Hog Roast will be available, together with a range of other buffet items and hot and cold drinks. For more information you can call Martin Johnson-Howe on 01455 554624



## OUCH... DO YOU MIND?



The painful crumpling of the nose of FRD 144, above, happened when the car was already in difficulties. It was on tow, and the punch on the nose was delivered by another driver who tried to cut in between FRD and the car towing it, despite a clear warning sign in the back window. Not the best piece of driving sense one could hope for. However, the car was repaired, and continued its life.

TDB 4545 DL had first been owned by the manager of a motorcycle dealership, Phillips and Bloomfield of London Road, Reading. It was then sold to a Reading resident who later moved to Southend, and in



1969 sold it to John Bath, our Club historian - it was the car which brought him to the club, in its founding year, 1975. It was then shortly sold to John Bates, another founder member of the Club, and in whose care it suffered the indignity seen above.

On the left, FRD in happier condition, in the splendid company of a 6 light Rover P3 saloon, and a Riley RM series, both 1949 registrations.

After John Bates' time the car spent some time in the Peak District, and then found itself at Stondon Museum. From here it was sold at Brightwell's Auctions to a couple in Norfolk under the new registration of 461 UXA - possibly Stondon had de-registered it, or had found a buyer for the FRD 144 plate.

Eventually, it has found a new home with our member Len Eaves, in Derbyshire.



## AUTO CAR ADVERT, 1950s - IS THIS WISE?

*Something Special in TRAILERS*



A thousand uses can be visualized for this remarkable trailer—for the farmer, market gardener, small tradesman, camper and, in fact, almost every motorist who uses his car for the transport of luggage or goods at any time.

**MAIN FEATURES INCLUDE**

1. Can be coupled to any car within 30 seconds.
2. Method of attachment makes for easy handling and control.
3. Simple construction combined with sturdiness and maximum capacity.

**PRICE**  
**£20**  
**COMPLETE**  
with rear light, number plate and bumper

**TRADE ENQUIRIES INVITED**

**GLANFIELD LAWRENCE**  
407 HIGH ROAD, FINCHLEY, N. 12  
Corner of North Circular Road and Great North Road  
Telephone: Finchley 0091-5 - - - ALSO AT CARDIFF · BRISTOL · PORTSMOUTH · SWANSEA

The cheeky chap writing the commentaries on this collection of interesting bygone car accessories had the nerve to say that this very hazardous-looking trailer device “probably wouldn’t cause too much carnage because the car towing it probably couldn’t manage more than about 40.” We respectfully point out that the Triumph Saloon was a large, powerful car for its time, and models fitted with overdrive are quite capable of seventy, thus comfortably keeping up with a modern car. (Whether they can STOP from that speed in the way modern traffic would expect to, is a separate question.)

However, in one respect the Razoredge is a bad car to have chosen as an example, because of the arrangement of our rear lights. According to the advertisement there is a light mounted on the trailer, but that is a poor apology for having completely concealed the tail and stop lights either side of our number-plate box. A car which had its rear lights at the outer extremities of the car, as is now required by law, would have been a wiser choice.

Tom Robinson adds: “I think the car would have been a TDA. ATS 687 was a Dundee mark issued from January 1948 until June 1950, so it was a long way from home when used by the trailer manufacturer. It is amazing what continues to turn up even after all these years.”

### As a reward for getting this far:

“I can’t go out because of the virus” sounds weak and whiny and boring.

**Try this instead:** “I’ve sworn an oath of solitude until the pestilence is purged from the land.”

Valiant, and heroic.

## ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE

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

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

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

**There is movement in the market!** We know of two Razoredges which changed hands in November, and one more each in December and January. Classic cars never fly off the shelf like hot cakes, but it's encouraging to see that the market is in good health. Perhaps, as we struggle to emerge from Covid, people are seeing home-based hobbies in a new light.

**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 now only **£7,500** or near offer - this must be a bargain at this price - but Gary needs the space. Mileage of 58,500 is known to be genuine.



**FOR SALE:** Pavel Sedlbauer in the Czech Republic is selling TDC 3000 LIM - originally RNK 806, a British Railways special order. It was owned by TROC member number 3, Malcolm Chapman, and then by member 183 Bryan Davies, of Abbeywood, SE London, from 1978 to 1980. The Limousine model has a partition between the driver's seat and the passenger compartment, and is a very rare car.

**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](mailto:Kreativeautomotive@outlook.com).

**Stuart Walker in Aberdeen has DRS 784 still for sale.** This early TDB has been on the market for some time, and Stuart was asking £6,000 when we last heard.

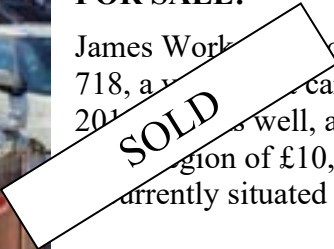
**WANTED:** set of TDC push-button type door handles. Contact Kerry Carr of Louisville, Kentucky, via the Facebook *Triumph Renown Restoration Group*, or through the Editor.





**FOR SALE:**

James Workman is disposing of his late father's TDC 1556 DL, NXU 718, a very nice car which was in regular use as a wedding car until 2015. It is in good condition, as 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.



**FOR SALE:** Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5406 DL. This car is now being sold by PS Autos, Cheam, Surrey. They are making the repairs needed to make the car a good runner, and are seeking offers in the region of £10,000. Contact Paul Stracey on 07957 575 575 or 0208 6447 767 or by email on [ps.autos@hotmail.com](mailto:ps.autos@hotmail.com).



**FOR SALE,** Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; [keith.gulliford@talktalk.net](mailto: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:** 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 .

**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 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Bedfordshire; telephone 01525 712 947, J E Washington.

**FOR SALE:** One wheel (no tyre) DRO 4½” Jx 16” SR; 1 wheel (no tyre) 4”x16”. Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE, TD spares**, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

**FOR SALE:** Pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833 or Email [sue@sdalton.plus.com](mailto: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.”