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Oh yes! Let's do it!

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)

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,

This edition of your newsletter is rather more factual news, and less pictorial, than usual. We hope you will take note of the articles, however, because some are quite important to the Club, and you may find some that are important or relevant to your classic car activities. And if you'd prefer to see more pictorial articles - send us some pictures! Now that we are beginning to be allowed out again - cautiously, and still minimising our chances of catching the virus, because it's still lurking out there - there must be some opportunities for 'out and about' pictures, or submissions for next year's Calendar.

Our AGM took place on Sunday 21st March, by Zoom, and was felt by the Committee to have been a great success, with a total attendance of 24 - all six committee members, and eighteen other members, from five countries including the USA, Australia and New Zealand, which would never have been a practical possibility before. A report on the meeting will be found overleaf, and any member who would like a copy of the full minutes should request this from the Editor.

Another of the factual articles is a full account of the situation with regard to sales of spare parts to America. This has been a thorny issue and a source of regret to the committee for many years, and it was raised again at the AGM. We have therefore laid out in detail the full explanation of the position the Club finds itself in. This will not be of interest to everybody, but we feel it is important that those who do have an interest can see the full rational explanation.

Do check through our **For Sale and Wanted** pages. I often hear comments that some items have been appearing there for years; but things DO sell, and there are new items appearing in every issue.

Finally: your MEMBERSHIP RENEWAL falls due at the end of April. It's a complicated one this year, because of the arrangements we made last year due to Covid.

Please read the enclosed renewal document carefully, and respond promptly.

Best wishes to all, and stay safe!

Plus: 2022 CALENDAR COMPETITION - p19!

Editor

Our cover pictures for this issue:

Front – What they call “a brave restoration” - but then, aren't they all, once you start taking a few bits off and find what's underneath? Robin Henderson' TDA 282 DL, EKG 337. See page 13.

Rear – Doug Jensen on top of the world in Utah, in TDB 6449 DL. Doug is a non-member, and a vocal critic of the Club's inability to sell spares to the USA. Hopefully the article on page 5 will go some way to explaining our reasons. We are grateful to Doug for permission to use his photo.

NOTES FROM THE AGM

Our AGM meeting was attended by all six committee members and no fewer than eighteen other club members; apologies were received from two more who would have been in attendance but for other commitments. This is a huge increase compared with any recent physical AGM meeting, and members joining us from America, New Zealand and Ireland would clearly not have been able to do so at a physical meeting. Add to this the fact that we did not have to spend Club funds hiring a meeting room and refreshments, and it appears very likely that this format will be the normal pattern for the future.

The meeting started promptly at 10am UK time, and Bob Hobbs as acting Chairman welcomed the excellent turn-out. Thanks were expressed to Chris Hewitt for his years of service to the Club, both as Chairman and spares officer. Bob also repeated our appeal to members who feel they have something to offer, to join the Club committee.

There followed the presentation of the Reports of the Club's Officers, which were published in the February edition of the Globe. There being no significant additions nor divergences from the previously published versions, there is no point in repeating them here. The financial accounts were approved.

The full Minutes of the meeting are available from the Editor on request (contact details inside the front cover of this edition).

The existing committee officers were all willing to stand for another year, and were voted *en bloc*.

There was some discussion of the problems we face in managing the Club's spares. Gordon Phillips suggested we could look at increasing the storage space at Bob Hobbs' base in Calne, if he was agreeable; but Bob explained that although space was tight, that was not the nub of the problem, and nor would they countenance a shipping container or other storage extension. Jim Fender asked, if the expertise and skills needed to operate the spares service was key, were we doing anything to share or pass on that expertise? This was accepted as a good idea, but it would need a suitable volunteer living near enough to Bob to make regular visits, and even if such a volunteer existed, it would not be possible under the current constraints of covid precautions. We shall investigate further when the opportunity arises.

There was some further discussion of the possible re-manufacture of the petrol filler cap, and of the complete wood-frame structure of the cars, both of which are projects currently under investigation.

Bill Unger, from Iowa, USA, said that he agreed with the Club's decision not to sell spares into the American market because of the insurance and litigation issue; but suggested that the Club might consider following the example of the Historic Morgans club, which does not supply spares to American members, but maintains a list of suppliers of parts, and of alternative fittings from other cars which could make effective substitutes, which American members can then approach directly. This was felt to be a positive idea which will be pursued, although it would not always be of much practical application. For example, our suppliers of running-board rubbers and caps would need a minimum order of probably 500 metres of rubber strip; that contact would be of no use to an individual seeking replacements for one car. However, there are alternative suppliers we know who can meet the needs for some parts, and Bob is always happy to pass those names on to members who contact him.

Mike Sampson was thanked for his work in preparing and hosting our Zoom meetings.

There being no further business, the meeting closed at 11:40. The date of the next AGM will be in March 2022, and details will be published in the newsletter in due course.



SALES OF SPARES TO AMERICA - THE TROC POSITION EXPLAINED

By Roger Stone and John Bath

At our AGM on Sunday 21st March, an American member (for whom the meeting started at 4am - commendable commitment!) raised again the inability of TROC to sell spares in America or Canada. He had a positive suggestion for how we might achieve an improvement. This document lays out the background to this situation, records the actions we have taken, and the circumstances which constrain our attempts.

Firstly, we should be clear that the Club exists to support Razoredge owners everywhere, through community news in the newsletter, through social events and activities, through the sourcing and selling of spare parts, and through providing technical expertise and advice. Those are the aims of the Club in our constitution, and they apply to our members in the USA and Canada as much as to any other part of the world. That is what we aim to do.

In order to perform our spares function, the Club has formed a limited liability company, so that in addition to selling original Triumph spares which we have acquired over the years, we can have some parts re-manufactured to the original specifications, for sale to members. As with any organisation making and selling items, it is necessary for the Club to have Products Liability insurance, so that if any claim should be made involving an alleged fault with our items resulting in an accident causing third party injury (or damage to their property), then the claimant could be paid the award the courts decide is appropriate (or which might be agreed between the insurance company and the claimant).

Note that this award will not necessarily bear any relationship to the value of the item sold, and it may not even involve the person to whom we sold the item who would be making the claim. Many components of cars are safety-critical, and if one should fail, resulting in a car crashing, it is the people who might be injured, or other property which might be damaged, which could lead to a claim being lodged.

The likely size of claims (and therefore the amount of insurance required) varies around the world. Britain is relatively expensive in terms of possible claims: for serious injuries, (the most expensive involve loss of earnings, or injuries which will require long-term medical care) courts in the UK may award an appropriate amount to reflect that “future financial loss”.

Our “Policy indemnity limit” of £5M is generally regarded as a reasonable level for a voluntary organisation like a Car Club to be covered, as most claims will be less than this sum. That “indemnity limit” will represent the **maximum total payout by Insurers of all Products Liability claims** in any one insurance period for Insurers— then “we are on our own”. However legal defence costs are also covered **in addition** to that chosen Indemnity limit, which is a very helpful bonus.

But this “extra cover” would **not** apply for North American claims—the indemnity limit must be sufficient cover the Award (to the claimant) **AND** all legal defence costs as well. Note that this is a material **reduction in cover** effectively, as US lawyers are generally not poorly remunerated.

So how does this affect our sales of spare parts to members in other countries?

Our insurers will tend to quote us a premium which reflects the risk they are covering for us. These are set by historic UK levels of actual claims, and since in most of the rest of the world awards are likely to be in line or smaller than in the UK, (outside North America) they are able to cover these risks at “standard rates”. In North America, however, the situation is very different. It has a much more litigious culture: when accidents happen, it is much more likely that any injured party - or party who can claim to be injured - will claim.

The awards made by American courts are always going to be significantly higher than in the UK, so the premium will be correspondingly greater – and this should be borne in mind when we can only purchase the somewhat “inferior protection” as outlined above.

There is also the possibility of punitive damages being awarded - hopefully not, since we are not likely to be thought of as having deliberately or recklessly engineered any mishap, but stranger things have happened - and you cannot insure against punitive damages awards.

Because of this, when we have asked in the past about insurance cover for sales to the USA, the premiums demanded have been very high; I remember one quote at £7,000 above what we would have been paying for UK and rest-of-world cover excluding America and Canada. That is a figure which could not possibly be justified by likely sales of spares to American members, and was indeed about twice our total annual income from member subscriptions, at that time.

More recently, our current Insurance Brokers - Peter James - have been able to secure a quote at a much more reasonable figure for whole-world cover including USA, with legal defence costs... BUT. There's always a 'but'; in this case there are two, and they are deal-breakers.

The amount of excess which would be payable by TROC Ltd in the event of a claim under this policy would be £5000 *per claim including legal defence costs*. That's how their Insurers have been able to get the actual premium to an acceptable level. We know actual claims are perhaps unlikely, but having to provide for a suitable sum like that to be available, and bearing in mind that one accident could well result in two or three claims - it would hamstring our ability to use the spares fund for re-manufactures.

The second problem is that for insurance of this kind, you have to be insured at the time the item is sold - fair enough - but you must **also** be insured *at the time the accident that led to the claim (or allegation of a claim) actually occurs*. If we were to take out this insurance, and we sell items to American members this year, and in three or five years' time a crash happens, and a claim is made, we have to be still insured at that point, (and cough up our £5,000 excess for each claim) for our insurer then to defend the case, or come to a settlement.

This means that once we take out the insurance, we are in effect committed to keep up the insurance in order to remain protected - no matter what the level of premiums, and the amount of excess, might become in future years.

In the aftermath of Covid and the business consequences which are only beginning to work their way through the system, who can predict reliably what is going to happen to insurance premiums here, and awards in the USA? It would mean taking on an open-ended commitment, at a time of financial turbulence and unpredictability.

With regret, it's simply not on.

Is there no way around this?

It is often suggested that the American buyer could sign a waiver, declining any come-back on the Club. However, it wouldn't necessarily be the buyer of the parts who would be making a claim; if there is a crash and a third party is injured, they or their lawyers could still claim against the Club. Nothing signed by the American Razoredge owner could take away their right to pursue a settlement, so waivers just don't work.

If a private individual sells a part to someone in America - let's say you saw Kerry Carr's appeal for TDC push-button door handles in the February Globe, and you have some spare: can you help him out and obtain a few pounds in the process? Yes. As a private person who has something to sell - provided it's not prohibited goods like knives or guns - you can sell them, but you could still be held liable as an individual even if, unknown to you, a handle is faulty and someone gets hurt.

As a Club, we are more expected to have the expertise to know if our items are safe, and we take the responsibility.

The aim of US Courts is to make sure that a claimant is “financially indemnified” after an accident where they have been the “victim”, sometimes in ways that might seem unfair to us, as evidenced by certain judgements made in certain high-profile cases involving, for example, motor vehicle accidents.

So could a UK member buy items from the club and sell them to an American Razoredge owner? If an American Razoredge owner (whether a Club member or not) contacted a UK member today and asked them to buy something for them and send it on - that still would not solve the potential supply problem.

American lawyers have been known to track the supply route of the alleged faulty part or product and it does not seem to cost much more for the claimant to sue all relevant parties where the potential award is going to be large – for instance, a serious personal injury claim or death arising from an alleged faulty part. Therefore, you might well see a long list of defendants in such cases.

And at times leading up to US Courts’ decisions, it is clear that that there can be almost a “reverse onus of proof” demanded from defendants – the requirement to prove that you as supplier of the alleged faulty part were NOT responsible for the fault, a much more difficult hurdle to clear in reality.

Therefore TROC Ltd does not allow this practice: there can be no ‘turning a blind eye’ in order to circumvent our responsibilities. When we sell you items, Club to Member, it is expressly something for you and your car. We have to be careful to ensure this is the case. So there is no back-door work-around solution there without the possible risk of bringing you, the individual member as a “supplier” into the “chain of responsibility.”

So, with genuine regret, we have to conclude reluctantly that the American legal system, and our small-club resources and finances, are incompatible.

The Way Forward

What our American member was suggesting at the AGM is that we could maintain a list of possible sources outside the Club which American members could turn to as alternative suppliers. The Historic Morgan Club, part of the Morgan Sports Car Club, does this, and it’s what gave our American member the idea.

These sources might be the re-manufacturers we use to supply us; or parts intended for other cars which we know match the Standard/Triumph ones. This we can probably do, and the Club has taken up the suggestion and will see what is possible. It’s not likely to lead to any huge breakthrough, and organisations like the Triumph Register in the USA probably already have information in this category - but if there is some way we can assist, we shall pursue it. Further information will follow in future newsletters, and on the website.

Ours is not an isolated case: having mentioned Morgan cars, we might point out that - despite the enormous attractions to Morgan of selling in the wealthy American car-loving marketplace - if you live in America, you cannot buy a new four-wheel Morgan. If it is over 25 years old, you can, because that makes it an historic vehicle; or if it’s a three-wheeler, because the rules for trikes are different. But the whole American market is closed to mainstream Morgan sales, in this case not so much because of insurance, but because the homologation requirements are just too much for a car manufacturer of their size to cope with. And Morgan is a FAR larger concern than our little band of Razoredge enthusiasts.

SOMETHING WE'RE GOOD AT: ROAD SAFETY

The **World Health Organisation** has recently issued a report, the *Global Status Report on Road Safety*, a 403-page analysis of death on the roads based on data collected in 2018. Some of the findings might be interesting.

Road traffic injuries are the leading killer of people aged 5-29, world-wide; the 2016 total having reached 1.35 million, which is 700 deaths a day. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries.

In general, more developed western countries are safer; but there are some surprising discrepancies. Bosnia and Serbia border each other, and are similar in their wealth distribution, but Bosnia has double the death rate. Perhaps most surprising is the difference between the UK and the USA: the US kills 12.4 people per 100,000 of the population per year (the same as India), four times the ratio of the UK, at 3.1 deaths per 100,000. Norway, Sweden and Switzerland are amongst the few countries safer than us.

You might assume that as time passes and more countries attain higher levels of 'civilisation' the road deaths would fall, but this is not the case. Globally, we are not good at finding solutions. Between 2013 and 2016, NO reductions in the numbers of road traffic deaths were recorded in any developing country; reductions were only seen in middle- and high-income countries. In 104 out of the total 193 countries of the world, road traffic deaths increased. Many middle-eastern states have terrifying rates around 30.

The key factors are effective legislation on drink-driving, motorcycle helmet use, child restraints and seat belt use, and on each of those there are numbers of countries recognising the problems and taking some action. Less progress is being made with speed limits, despite the importance of speed as a major cause of death and serious injury.

The full report is available at <https://www.who.int/publications/i/item/9789241565684> .

FBHVC CLARIFIES THE INTRODUCTION OF E10 PETROL FOR HISTORIC VEHICLE OWNERS

Published: 26/02/2021

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

ESSO say:

The majority of unleaded 95 Octane petrol sold in the UK contains up to 5% ethanol as required under the Government's Renewable Transport Fuels Obligation (RTFO). There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 and 99 grade petrol).

Esso super unleaded petrol (Synergy Supreme+ Unleaded 97 and Synergy Supreme+ 99) is ethanol free (Except in Devon, Cornwall, North Wales, North England and Scotland). We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme+ – providing they do not fill up in Devon, Cornwall, North Wales, North England and Scotland. The European standard BS EN228 covers the requirements for 0-5% ethanol unleaded petrol, the labelling requirement for zero % ethanol is E5 (as is up to 5%), a E0 label doesn't exist.

Testing by Ethanal kit users suggests that even in the areas named by Esso as not Ethanol free, the percentage in the Premium 97-98 Octane fuel is only 1 to 1.5 %. The **Sainsbury's** Premium (97 Octane) fuel is also believed to be ethanol-free or very low ethanol in most areas but this is not certain.

Ethanal kits are normally sold at Bicester Heritage, in Bicester, Oxfordshire, for £50 - but they are currently out of stock.

HAPPY BIRTHDAY TO BOTH



Like many of our TDBs, Graham Sinagola's TDB 5247 DL turns seventy this year - in August, in his case. The TDBs are the commonest Razoredges, representing the peak of production and popularity of the car - 6,501 having been built in the two years of production, 1950 and 51. Perhaps the Festival of Britain helped.

The company it keeps here is, of course, considerably older, but only by thirty years. The Tasker 'Little Giant' was built in 1921, and is celebrating its centenary this year.



If you find yourself in Devon after restrictions are lifted (as we hope) this summer, you can take a "Traction Engine Experience Day" with them. Visit the website at <https://www.berrybrooksteam.co.uk/>.

You can, if you have a spare £56,000, buy a brand-new three-quarter size replica of this engine, from Berrybrook Steam & Classics, a family-owned business based in Devon. They also deal in classic cars, agricultural tractors and motorcycles, including this nice Triumph 5TA from 1964, so there is the slenderest of Triumph links to justify our digression.



MORE STEAM ACTION

A day out, from June 1994, when we didn't have to worry about social distancing and face masks.



This was on a tour of Welsh narrow-gauge steam railways undertaken by our members Tom Robinson, Irving Dalton and Colin Copcutt, whose three cars can be seen in the car-park at Tywyn Wharf station. Tal-y-llyn No. 7 is just approaching the station platform.

The line runs from Tywyn on the Carmarthen Bay coast, through Brynecrug and Dolgoch and Abergynolwyn to Nant Gwernol. The lake at Tal-y-llyn and (if you're fit and energetic) the high ridge of Cader Idris are a pleasant walk further up the valley, through magnificent rugged countryside; and continuing by road, you would come to Lake Bala.

The cars are, from right to left: TDC 2576 DL (STJ 782), TDC 1266 DL (XS 7842) and TD 3560 DL (ERP 183).

Might members be interested in small-group excursions to make the most of our British Isles? Do take a look at What's On, in particular page 18, to inspire you.

THE DVLA SCHEME FOR LOST REGISTRATION NUMBERS – THE “V765 SCHEME”

It is now some 40 years since the deadline passed for putting registration numbers for older cars - including those “off the road” - onto the DVLA Computer in Swansea, all new cars having been put through that system for some 15 years before then.

Older hands, like the writer, will remember the buff (or sometimes green) card logbook which was swept away in the name of computerisation, to be replaced by a “new improved” flimsy paper version which proved your car was registered on the DVLA computer.

Indeed, you may be lucky enough – like me - to still have your buff log-book still with your car.

This centralised approach was necessary because the local authorities that used to undertake the task kept records in various formats, like on individual cards or in huge ledgers. Besides, the efficiency of computerisation - and a consistent approach - would surely cut the costs of maintaining an increasingly large database.

But even now, “new” classic cars are still turning up, often after decades of storage, which do not exist in the Swansea records and therefore cannot be licensed for road use after revival or restoration.

How do you get round this obstacle to make your car road legal?

For some years, I was able to put a case for our cars to DVLA on an individual “negotiated basis” - always provided that I had some independent evidence like an old logbook or MoT certificate etc to link the car with its registration number.

Failing provision of these documents, the only alternative was an age-related registration like, say, ASV 123, using unused registration numbers, often originally allocated to remote Scottish communities but not issued.

However, this worked well up to a point, and a number of TROC members were quickly able to put their cars back on the road – legally - once on the DVLA computer system.

However, this was all very time consuming for DVLA, so they came up with the **V765 system** - a generous concession really – to enable older cars to retain their correct registration.

A Club Official – ideally myself – has to inspect the car - a task once undertaken by the DVLA themselves via a now-closed network of Local Vehicle Licensing offices.

The V765 scheme (and its more informal previous arrangement) have always incorporated the stipulation of “**non-transferability**” of the **registration number** and quite rightly in my view, because I have always understood that its purpose was to assist *genuine enthusiasts*, and not to line the pockets of number-plate dealers.

There have been some examples of attempted fraud, I have read – even despite the non-transferability stipulation – which could have stopped the scheme, but luckily this scheme still continues. with many Clubs, like TROC Ltd, with yours truly being the approved signatory.

And please note that not all Car Clubs have such an Approved Official like TROC Ltd.

We are permitted by DVLA to charge a fee for providing the service and also as part of the “contract” we must offer the service to non-members to who own our cars – and charge them extra, just as you would expect.

Finally, *please note that your car must be ready to go back on the road* – a pile of components in the garage gathering rust cannot be considered.

Updated news February 2021

Reports in the press indicate that there have been long delays in processing applications like this because of a Covid 19 outbreak in Swansea, so this should be noted, if your car is about to come back on the road after a long “sleep”.

For more information on the matter please refer to:-

[Registering a vehicle under its original registration number \(form V765 ...](#)

<https://www.gov.uk> > [government](#) > [publications](#) > [appl...](#)

Use the **V765** form to register a vehicle under its original registration number when it has never been registered at DVLA , or when it has been registered under ...

John Bath – March 2021

COVER STORY RESTORATION PLANS

We have a new member, Robin Henderson near Llanelli, who will not need John’s services for registration reclaim: although he has taken on this challenging restoration of the car seen on our front cover, and it has been in storage for a very long while, it was registered with the DVLA database in 1992 and can be found online.



The car is TDA 282, EKG 337, first registered in Cardiff in March 1949.

It has been slumbering in that shed for a very long time.

We shall hope to hear more of it in the months to come.

NEWS OF OUR CARS

FURTHER RECORDS OF A FAR-TRAVELLED RAZOREDGE

In the February issue we reported the arrival of TDB 5660 DL in America, recently purchased by Hayden Terry, and learned it had been imported to the US from New Zealand. Whilst in New Zealand it had been in TROC for some years, owned by Vic Cooper, a Polish Battle of Britain pilot who had lost a leg during the war, and found the Renown a car he could get in and out from, and drive.

Searching through the collections of old advertisements, articles and pictures which Tom Robinson passed on to me when I took over the editorship of the Globe from him, I found this further record of the car. It is from a book or magazine published in New Zealand - unfortunately I do not have the details of the source, so I cannot give credit where it is due. However, I am sure it will be of interest to the new owner, and probably to all of us. Unfortunately the author did not do his background research on the car carefully, and there are errors in the accompanying text. A six-cylinder engine would have been very nice, however!



Edgy: Peter Watson's gorgeous, razor-edged Renown

“TRIUMPH RENOWN

“Peter Watson’s car has something of a martial history. First owned by a Mangamaire woman, Mona Lloyd, it soon found its way into the hands of World War II Spitfire pilot Vic Cooper, who owned it for twenty-five years. When Vic died, his wife took it over. It had one more owner before Peter, himself a soldier in the regular New Zealand Army, bought it.

“Triumph brought out two post-war versions of its 1800 - a saloon and a slinky little roadster - both powered by an overhead-valve edition of the

Standard 14 motor. In 1949 the saloon was repowered with the enormously successful six-cylinder Vanguard motor, and the chassis and suspension from the same car were married with the 1800’s distinctive razor-edged body-shell. The car was renamed the Renown.” *[There is some confusion of the changes from TD to TDA and then TDB here, and the engine is four cylinders not six - Ed.]*

“Like the Austin Sheerline of the late 40s, the Renown is all hard angles and flat glass. It was an upmarket car in its day: with a walnut dash and leather seats (although Pete’s has been redone in velour) they were quite the not-so-poor-man’s limousine. Triumph brought out a smaller, two-door version, the Mayflower, in the fifties, retaining the same styling. Neither car was especially common in New Zealand, but while you’ll struggle to find a Mayflower outside the museums, I’ve seen a Renown for sale in Auckland, Pete knows of one in Whangarei and his is one of three in Manawatu.

“Although the Renown’s a big beast, its panelwork is aluminium and, of course, the Vanguard six is a strong motor. The power-to-weight ratio isn’t too bad. Nonetheless, as we drive out of Ashhurst she sways merrily on those oh-so-English soft springs.

“Still, there’s leg-room aplenty front and back, and the boot locks down so that large pieces of luggage can still be stowed half-in, half-out of the compartment, retained by straps. Pete’s still got them.”

I wonder, does anyone else still have luggage straps originally supplied with the car, if indeed they were? I have not previously heard of them. However, if anyone does, it would be good to learn the dimensions, so that the Club could have some made up, for purist members who would like to have the complete kit.

I have doubts about the safety of travelling with the boot-lid down (though I have done it accidentally, but that’s another story) - because it would make the number plate and rear/brake lights very overshadowed. However, the boot-lid is definitely designed to provide the facility: the centre hole near the hinge allows for the T-key to turn a locking lug which secures the boot in the open position, and the chrome flip-ups from the sides of the boot lid are there to stop wider luggage from resting against the paintwork.

However, we live today with roads these cars were not designed for. Stay safe!

NEW ZEALAND TO CHESTERFIELD

Another car leaving New Zealand has come to the UK. Its owner spends part of each year in each country, and had decided to bring the favourite of his collection in New Zealand here with him; more of this story, we hope, in a future edition. To welcome him to Chesterfield, however, by coincidence, Tom Robinson has found for us an old photograph of Chesterfield town centre, seen below.



The number plate can just be made out, and it is XMG 238, a Middlesex registration from March 1952, so a TDC, probably jade green, as far as can be told from this photograph. Nothing more is known of the car.

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 ~~9th May~~

POSTPONED
Until 19th September
- combining with the
Roadster annual
rally

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.

Sunday 18th July

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

Sunday 1st August

Cranleigh Lions Classic Car Show, Cranleigh in Surrey. Still sceptical about whether it will be allowed, they are not taking bookings yet, but are going ahead with preparations: watch this space for further announcements nearer the date.

Monday 30th August

Gosport Rally (Rotary) - see downloads for letter, £5 a car to enter, email sec.gosportvehiclerally@gmail.com for an entry form.

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.



HOW DOES THE 'ROADMAP' AFFECT EVENTS LIKE OUR RALLY?

It's not absolutely clear, because the Guidelines don't mention classic car rallies, but my reading is that **Step 2** (expected no earlier than 12th April) would just about permit our Rally, provided we are careful to ensure social distancing and take other precautions. However, travelling to the event would involve additional possible hazards better avoided, and having an overnight stay in a hotel would also be unwise. We should probably decide NOT to hold the Rally under Step 2.

Step 3 however permits outdoor activities for up to 30 people and "most social contact rules outdoors will be lifted." The earliest date this might start is 17th May, but we might be quite hopeful it will be in place by July, when our Rally takes place. **If so, the Rally will possibly go ahead.**

Step 4 speaks in terms suggesting our Rally would be no problem - though of course our Members must make their own decision about whether it's safe for them, especially if they have not yet had the vaccine or have other relevant health conditions.

STANDARD  **TRIUMPH**



PICNIC AND HOG ROAST
SUNDAY 9TH MAY

MOTOR CLUB



POSTPONED
 Until 19th September - combining with the Roadster annual rally

This, the annual event, 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



Wensleydale Railway & Motoring Clubs 2021-2022.

The Wensleydale Railway is a heritage railway on the edge of the glorious Yorkshire Dales. Operating in "Covid Recovery Mode" this year, the Railway is keen to welcome classic vehicle clubs and can offer a bespoke package to groups with historic vehicles.



Gathering at Bedale Station site, they offer secure, gated off road parking for any clubs who come and then a hot drink and a scone at the station café "Platform One". All attendees will be given a full day ticket for the railway, which currently is running between Bedale and Scruton via Leeming Bar. At Scruton is found the International Heritage award winning Station Building, which has been fully restored to represent the Edwardian Era. This will be staffed by railway volunteers, and you may well meet some in period dress. You will then be able to return to Leeming Bar and visit the

recently National Lottery funded Station House there, where you can see what the railway would have looked like in the 1920s, again interacting with volunteers.

Pre-booked clubs can access this offer for £12 per person, which covers parking, full day return rail travel, station visits and a hot drink and scone at "Platform One" at Bedale Station. If TROC members are interested in forming a small group for a visit, please contact the Editor; or as a one-off, email to the railway administrator directly at admin@wensleydalerailway.com.

The **Bath Festival of Motoring** is going online - you can submit your car electronically, in order to take part. For details, see their website at <https://www.bathfestivalofmotoring.com> - Entries close 21st June.



NIGHTMARE TIME

"ehh, good enough"



- Mediocrates

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.

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 1st 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.

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.

There is movement in the market! We know of three Razoredges which changed hands in February and March. 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: Paul Stephenson on Ebay, USK 684 TDC 969 DL, pictures in Car Images. He will let us know if he wants the ad to run. Car in parts, failed resto, plenty of good chrome.

FOR SALE: I have got an engine and gearbox to sell. It is the 2088cc Vanguard engine for Triumph Renown. All parts are included, eg starter motor, dynamo, carburettor, exhaust manifold etc. It also comes with the gearbox. It will need a rebuild. Offers around £250 - for more information telephone Phillip Pace, on 07508 205 809. Situated in Belper, Derbyshire.

FOR SALE: A roadster owner in Holland has found that the spare grille that came in the job lot of Roadster spares he bought is of a Renown rather than a Roadster. As it is of no use to him he is wondering if he could make a Razoredge owner happy. The condition is used, and in need of a re-chrome, the starting handle flap is also missing, He is open for offers and was thinking that perhaps 50 Euros would be a reasonable price.



Contact the editor for the email address.

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. This one has been in a museum in Europe for many years, and will need careful re-awakening; but the privilege of doing so is an extremely rare opportunity.

ALSO RECENTLY ONTO 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 'on spec'. 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.

Stuart Walker in Aberdeen has DRS 784 still for sale. This is TDB 1244 DL and 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: 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.



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.

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.

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 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: 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: (contact editor)

Mike Worthington-Williams MBE - 1938 to 2021

By John Bath

Perhaps not everyone will know this name, although to me, Mike was an integral part of the British Classic Car scene for decades - since the 1950's in fact, initially writing for one of the earliest British classic car mags, *Veteran & Vintage* edited by Lord Montagu - which was absorbed into *Classic & Sportscar* many years ago.

But if you are an occasional or regular reader of *The Automobile* his name will be very familiar, as he wrote two regular - and most popular - columns right up to his death, on "Finds and Discoveries" and "Motoring Ephemera".

By coincidence, we both started our career in insurance, working just yards from each other in the City, though I admit that he was a few years ahead of me!

At Beaulieu, and the Enfield Pageant for instance, he was always surrounded by people wanting to talk to him. In fact, I had to "ambush him" in my very first trip to the huge Hershey Autojumble in Pennsylvania, in order to speak to him for the first time - and this was some 20 years ago. I should add that he was instantly recognisable with his huge bushy white beard and deerstalker.

Until a few years ago, he drove almost everywhere on his nicely "patina'd" Austin 20 called "Arthur" owned from 1982 to 2007.

I was especially pleased when he was deservedly awarded the MBE in 2018 which in typical modest British fashion, he rather brushed aside any plaudits, but at least he did get that recognition in time for his devotion to our pastime.

His extensive knowledge, larger than life personality and most importantly, his willingness to share it with others, cannot be replaced.



Photo by Emyr Williams, photographer, of Aberporth
See <https://www.emyronline.co.uk/>

For more details of Mike's life, please see this tribute from *The Automobile*:-

<http://www.theautomobile.co.uk/michael-worthington-williams-1938-2021/>

John Bath - March 2021

