



THE GLOBE

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“Look what they done to my song, Ma...”

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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SPARE PARTS: Available to paid-up members only.

Note that our spares officers, like all members of the committee, are volunteers working on Club tasks in their spare time. Where possible, we aim to send spares within 3-4 working days. Please be considerate and telephone between 18:00 - 21:00 hours UK time, 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.

STOP PRESS: the Club is in the process of obtaining sets of the principal wood frame parts. If all goes well, these will be available within a month or two. More details will follow in the August newsletter.

EDITORIAL

Dear Members,

Thank you for your membership subscriptions and forms. Those few who have not yet responded - you'll find a brightly-coloured reminder enclosed with this newsletter. We DO need your membership form information please, even if your subs have been paid by standing order. We are duty bound to keep our records accurate, and this is how we do it. If there is no change needed to the membership print-out we sent you in April, by all means phone or email and just say 'no change' - but we do need to know.

Plus: please be aware: TROC has TWO bank accounts. One is our working **General Account**, also referred to as the Number One Account, into which your subs go, and from which we pay for our insurance, club expenses, the printing and postage of newsletters, and similar bills. The other is the **Spares Account**, which is used to purchase spares and pay for re-manufacturing; if you buy spares from the Club you will be asked to pay into that account. These two funds need to be separate.

Bob Hobbs and I are always careful to identify which account you should be using and how payment should be made. If you pay into the wrong account this can cause confusion. Your spares may be delayed; or if the mistake is the other way, you'll find me still nagging you for unpaid subs whilst your money sits in the spares account feeling lost and functionless. We have had three or four slip-ups of this kind this year. It's a simple error which anyone could make - but it saves a lot of time if you don't.

Now the really good news: THE RALLY IS ON. The date has been changed to **Sunday 11th July**, which we informed you by email or letter as soon as the booking was confirmed, and full details will be found on page 28. We very much hope to see lots of Razoredges and members there, and to have a splendid day celebrating the return to a more normal life.

I find I'm starting to get a bit impatient with Covid now. As we start trying to move back towards a full life, some bits become possible again - until you try to do them, and discover oh no, you can't yet, because... x, y, z are still not happening. Grrr!

Finally, **our apologies to those of a nervous disposition.** In this edition, presaged on the front cover, we delve into areas you might feel are better left unexplored. It covers just the centre 8 pages of this edition - so purists might prefer to remove those pages, and try to pretend you never saw them.

Best wishes to all, and stay safe!

Editor

Our cover pictures for this issue:

- Front – “Look what they done to my song” - the grammar of Melanie’s lyric is as horrible as the nightmare treatment of the car. From Sky TV’s ‘Carnage’ series, the second-place car - and very nearly the outright winner. Picture courtesy of Kevin Welch; further details on page 33.
- Rear – Sometimes, being stuck in a traffic queue is a delight. The ferry from Okiato Point to Opuia, New Zealand; Peter and Raewyn Faber’s TDB waits, in some fascinating company, many years ago. If anyone notices a similarity to the approach to the King Harry ferry in Falmouth, see our December 2019 edition for parallel pictures.

THE TROC RALLY 2021: 11TH JULY AT AVONCROFT OPEN-AIR MUSEUM

Our delayed rally is finally approaching. Hurrah!

We regret to say that the Avoncroft cafeteria can only be accessed through the museum grounds, and therefore only those who purchase a ticket to the museum will be able to use it. There are toilets which will be accessible, however. That’s a relief...

There is no charge for entry to the Rally itself. Entry to the museum is £9.40 adults, £8.50 seniors, and looking at the list of attractions seen below, I would feel that there is a sufficiently wide variety of buildings and other features to have something which would be of interest to everyone.



As reported in the April edition, because of the uncertainties of Covid virus restrictions which are still a concern to many, we have not been able to arrange a hotel with overnight stay and an evening dinner on the Saturday. It was not possible to make any firm commitments, back in February and March, and without that it’s unreasonable to expect a hotel to reserve rooms. We must look forward to 2022, when hopefully we can return to making this a larger social event for those who wish to take part.

Timing of the day: the Rally proper will open at 12 noon, and end at around 4:30, but unlike some other years there will be no judging or car awards, and we are not providing refreshments from the Club marquee.

Directions: the Avoncroft Museum is well-signposted off the A38 Redditch Road roundabout where it passes south of Bromsgrove/Stoke Heath. The Sat Nav postcode is **B60 4JR** but your device should have the Museum listed as a Point of Interest.

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.

Note changed date!
Sunday 11th July

TROC National Rally, at Avoncroft Open-Air Museum just south of Birmingham. Do come along if you can!.

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) £5 a car to enter, email sec.gosportvehiclerrally@gmail.com for an entry form.

Saturday 2nd October

The Swiss Classic British Car Meeting is back on this year, and Triumph and Morgan are the special guests of honour. At Morges on Lake Geneva.

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 COVID '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** (12th April) would just about have permitted our Rally, provided we were 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 have decided NOT to hold the Rally under Step 2 rules.

Step 3 however permits outdoor activities for up to 30 people and "most social contact rules outdoors will be lifted." This started on 17th May, and **the Rally will go ahead, taking place on the Sunday only** - no nominated hotel or Saturday evening meal.

Step 4 is due on June 21st, but may be delayed because of the Delta variant in the Manchester - Bolton and Bedford areas. These are not close to Avoncroft, but obviously it is possible that people from those areas might travel to a public attraction of this kind. **However, this is an open-air event, and it should be easily possible to avoid close contact with others.** Please watch the news for further guidance.

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@wensleydalerrailway.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.

A unique opportunity: Fen to Fell Classic rally

In a quite brilliant imaginative new venture, experienced rally and event organisers ‘Max Adventure’ have planned and obtained permission for a maximum of 14 classics to drive over three days from the lowest point on UK roads to the highest. The total distance driven each day varies from 165 miles to 125; none of it is timed or off-road, and the maximum gradient is 15% (one in six), so it should be comfortable for a Razoredge in good condition.



Day one begins at Ely and drives through Holme Fen, nine feet below sea level, with breakfast at the Admiral Wells, lowest pub in the UK, before climbing to Flash, the highest village, in the Peak District. Day two visits Ladybower Reservoir of Dam Busters fame, and then follows country roads to Hawes in the Yorkshire Dales. Day three reaches the peak: Great Dun Fell, a restricted Air Traffic Road, at 2,782 feet above sea level.

At £3,495 for the four days it's not cheap, but the sights along the way and the uniqueness might justify the outlay. The editor can email you a copy of the brochure, or request one from Mac Mackenney, The Carpenters, Dalwood, Axminster, Devon, EX13 7EB.



17 May 2021

FBHVC announces museum action plan with the release of a new interactive directory.

On the day Government implements the latest step in the removal of pandemic restrictions, allowing museums to re-open, the Federation has launched its Museum Action Plan, starting with the release of a new directory listing member organisations that are classed as museums.

During the recent lockdown, the Federation unveiled an interactive map of transport museums across the UK and the Federation's museum members have since been updating it with details of their exciting displays and activities.

The aim being to give the nation's custodians of Transport Heritage a valuable channel through which they can promote their activities, connect with enthusiasts and clubs plus work together as part of a connected community working towards post-pandemic recovery for all museums.

The directory is being continually updated and if you're looking for an interesting day out, then just take a look at what the directory of museums has to offer: <https://www.fbhvc.co.uk>. Recent highlights include:

- **Bo'ness Motor Museum** - famous film & TV cars, 'The Spy Who Loved Me' promotional road going Lotus Esprit S1 and exhibits from Harry Potter, Dr. Who, Only Fools and Horses, Thunderbirds, Star Trek, Land of the Giants, Monsters Inc.
- **Bradford Industrial Museum** – close to where the Jowett motor company was once located. Jowett's on display include a Javelin, Jupiter, Pick-up, Ice Cream Van, fabric covered Saloon and a Bradford Van. Also see Nelly, the museum's wool fat powered steam locomotive!
- **Buckinghamshire Railway Centre** - a heritage railway museum with three railway lines and full of memorabilia. A large, hard standing car park welcomes vehicle clubs on Steaming Sundays.
- **Grampian Transport Museum** - makes a welcome return to the FBHVC listings and currently features 'The Guy Martin Collection' and 'It's Electric' – a display that gives an in-depth look at the past, present and future of electric vehicles.
- **The Great British Car Journey** - is a brand-new museum and has something completely different: 'Drive Dad's Car' gives you the opportunity to get behind the wheel of over 30 of the most popular cars ever made in Britain. Choose anything from an Austin Seven to a Rolls Royce Silver Spirit.
- **Oxford Bus Museum Trust** - tells the story of 130 years of transport in and around Oxford plus the Morris Motors and Historic Cycle collections. Awarded The Queen's Award for Voluntary Service, making them the first road transport museum to receive the accolade.
- **Rootes Archive Centre Trust** - a great example of the growing number of marque specific collections. The archive of the Rootes Group was saved from a warehouse full of old documents and engineering drawings, now preserved for all to peruse.
- **The David Brown Tractor Club Museum** - a new addition and the Federation's first Tractor museum. Only open on five occasions during the year, it is still well worth the wait for a visit.
- **Transport Museum Wythall** – offers one of the most significant collections of preserved public service vehicles in the country and the finest collection of restored battery electric vehicles in the world. Their bus fleet operates free rides out into the countryside on open days.

The FBHVC also works in partnership with the **National Association of Road Transport Museums (NARTM)** and their details; accessible via <https://www.fbhvc.co.uk/museums>, lists many other bus museums.

Also consider larger museums like the **British Motor Museum, Brooklands Museum, Haynes International Motor Museum, National Motorcycle Museum** and **National Motor Museum** who offer spectacular collections, meets, events and other activities.

Most recently, the **Haynes International Motor Museum** have announced three exhibitions opening today; the Williams F1 exhibition, 'John Haynes OBE - The Man, The Manuals and The Museum' exhibition and 'The Red Room' exhibition.

So, help us to support our nation's museums as we head out of pandemic restrictions and in to a new era of celebrating, experiencing and enjoying the UK's transport heritage.

Visit: <https://www.fbhvc.co.uk>

About the FBHVC:

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary.

Website: www.fbhvc.co.uk

GREAT PUBLICITY COVERAGE BY GRAHAM SINAGOLA



One of the aims of the Club is to promote awareness of our cars and keep them in the public eye - which benefits all of us, because it can only bolster the rather depressed market value. Graham recently gave an interview to a reporter from *Classic and Sports Car* which led to this superb full-page spread in their July edition.

It's a splendid feature, and promoting the idea of 'Reliability' associated with the name is a bonus - although it might bring a wistful smile to many faces, since any classic of this age is going to throw up problems from time to time, such as you would not expect from a 'modern'.

But if you want to drive a car with some history and plenty of style and character, you won't find it in a Kia Cee'd nor a Toyota Camry; nor will journalists want to interview you to discover the story of how you came to own it, what you use it for, and the sheer joy of owning it.

Whenever you can conveniently give our cars a 'plug', please do take the opportunity, and if successful, do allow us to share it in the *Globe pour encourager les autres*.

Well done Graham!

THE RAZOREDGE ROCKY HORROR SHOW: THINGS PEOPLE HAVE DONE WITH OUR CARS

It's not all bad, but some of it is truly awful, very very sad, and - in some cases, you might decide - the product of a disturbed mind. We bring you a round-up of the variations of conversions we have seen over the years, carried out on a theme of Razoredge.

Our cover photo represents one extreme. This was a creation for the 2018 Sky TV series called 'Carnage,' in which thirty purpose-built, weaponised vehicles clashed and smashed in three arenas in the blazing heat of the vast, arid Kalahari desert, in South Africa.

It was hosted by Freddie Flintoff, Lethal Bizzle and Vick Hope. Would you entrust your classic to them?

Kevin Welch, of www.stuntrigging.com, acquired two Razoredges and cannibalised them into his battle-wagon for the programme. The two cars were both known to the Club: one was JJF 757, TDC 1610 DL, owned by Jean-Pierre Hampden-Bourgeois from 1976 to 1978 and then P Wooley until 1981, later with W G Williams, and finally Agnelo de Mello in Swindon, and by that time, 1992, it was in need of restoration, but this was not completed.

The other was GDP 488, TDC 500 DL, also in the Club from 1976 to 78 with Richard Baker, in Reading; later with R Townsend in Swindon in the 80s, after which both cars disappear from the radar. Perhaps there's a message there: never let your classic move to Swindon. Or perhaps that's unfair.



We didn't hear more of them until 2017, when a farmer near Macclesfield offered our member Alan Bromley a pair of derelict cars for £1,000. By this time, JJF 757 had acquired the engine from OTO 693, TDC 937 DL, so possibly we should say that THREE Razoredges were absorbed into the venture. This pair of derelict cars for sale had been heard of at various times, advertised on Ebay or offered to the Club, all at over-ambitious prices; Bob Hobbs had seen photographs, and decided they worth no more than their weight as scrap. They were in terrible condition.

To be fair to Kevin Welch, who built the Carnage ram-raider, he did deliberately go seeking really derelict cars for his project, because he did not wish to destroy any car which was capable of proper restoration. This underlying respect for the original car is often voiced by people who have made some of these conversions, so please don't let's brand them all as soulless villains. If anyone wishes to prevent this sort of thing happening to another tired old Razoredge wreck, there are several cars available on our 'For Sale' pages, just waiting for some brave restorer's attention.

In this case, there was not actually very much of the pair of derelict Razoredges left in the final vehicle. Kevin took the body-panels and fused them onto a Land-Rover Defender chassis, reinforced to withstand the onslaught of other similarly-prepared vehicles, and fitted out with a cow-catcher scoop on the front.

Whilst other cars had been more heavily armoured, he relied on the Land-Rover's speed and agility to stay out of trouble, using the scoop-ram on the front to roll the opposition. This was very successful, and the car came in second place in the final of six episodes, only failing to win, Kevin says, because of a disputed adjudication. However, Sir John Black's contribution to this achievement was minimal. The winners

were a family team from Rickmansworth. The series, which was aired in 2018, did not attract enough interest to justify a second series; so derelict Razoredges are now safe from this particular fate.

Another conversion which will have some of our members groaning in despair was carried out by Joseph Ofria, in New York. He too has made these changes - horrifying though some will find them - with respect: all the original parts which have been removed are stored, and the adaptations can be reversed, if one day someone has a mind to do so.



The car is a very special one: in April 1954 Triumph accepted an order for three extra Limousines from Fergus Motors of New York, after the main production run of 190 had been completed. They were TDC 2620 LIM, built on 29/4/54, now owned by our member William Unger in Iowa; this car, TDC 2621 LIM, transformed into the hot-rod seen above, and still resident in New York, and TDC 2622 LIM, which is also rumoured still to exist somewhere in New England but the precise whereabouts are unknown.



Joseph Ofria's Limousine as he bought it. He still has the 'Fergus Fine Motors' import tag. The Commission Plate, below, shows a curious ghost 'D' before the 'LIM' - did the Triumph worker punching the plate insert a 'D' for 'DL' out of sheer habit, before realising what he should have been inscribing?

Another Razoredge conversion with an American feel to it was carried out with parts and support (and some raised eyebrows and gasps) from the Club.



Bob Pike in 2009 set about creating his dream 'cruiser'. Featured in 'Custom Car' and given awards by the Norfolk Street Cruisers, it has moved away from the razor-edge

style towards a more American image of the luxury saloon, with spats over the rear wheels, a rounded bonnet replacing the knife-edge lines, and headlamps from a Packard. The chrome bumpers have disappeared from both ends of the car.

Picture courtesy of Bob Pike

Under the bonnet a V6 3-litre engine from a Granada supplies power through an automatic gearbox to a rear axle from a Capri; the front suspension and steering is adapted from a Triumph Vitesse, and it has disc brakes. All this might be felt by some to be a fairly complete gutting of the car, but most of it was inevitable, because when Bob acquired the car it was a failed project and much of the mechanicals had already been removed to cannibalise with another Renown. Sadly (?), the car seems no longer to exist - at least with this registration.

IMPORTANT NOTE: Please be very cautious when converting, 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 the work done by a properly-qualified professional. Any accounts given in the GLOBE are only the experiences of members, 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.

Expert technical advice is available from Bob Hobbs, and if you consult him or buy spares from the Club, it will be much appreciated if you give him feedback on how it goes - so that we can improve our service.

TDC 2, the second TDC ever made, was a direct export to the West Indies, and then made its way to Florida. We heard about it in 2015 when an enquiry came from the new owner, David, seeking information about the cars and intending to restore it. “Well,” I said, “there are various models; let’s establish which you have - ” “It’s the two-door,” he said. Having established that he was not really talking about a Roadster, we descended into realms of utter confusion. When he sent photographs, everything was explained.



It really IS a two-door Renown, hopefully the only one. The rear doors have been concealed, presumably to allow for the rotation of the wing to create that flick-up effect; the rear side windows are gone, the roof has been lowered by three inches, and any other changes are really not worth investigating. ‘Butchered’ might be too kind a word. We have heard nothing further about the car, and perhaps it would be better if it stays that way.

Another approach: just bolt on whatever extras you can find. This example is from Sri Lanka, and there is a description in the December 1994 Globe by photographer Brian Mitchell of being driven around the island in it, many years ago. The state of many of the roads in those days fully justified the chunky off-road tyres.

Image: Brian Mitchell



This and some of the other transmogrifications have been reported in previous Globes down the years, but we see no harm in revisiting a few, for the benefit of newer members. There are various ‘Woodies.’



Picture by John Bath

This is TDC 2294 DL, which in its original form was in the Club with Glyn Hotchkiss in the 80s, and later received this rather attractive pick-up conversion by Bill Moore. John Bath tells me he spotted it by chance, driving ahead of him, whilst approaching a roundabout below the M6 near Coventry, and then later traced and visited the owner when he joined TROC. Bill Moore ran a garden landscaping company. We have not heard from him, or had any news of the car, for many years.

Below, Beryl and Dave Goring’s current progress with a different style of wood-frame pick-up is continuing. Although they are not Club members, we occasionally hear of the ongoing work on the car through the Facebook Group. This is TSL 866, TDC 111 DL.



Tom Dolby’s tow-truck variant has been featured in the Globe on several occasions.



Above, picture from Beryl Goring; right is NYA 854, TDB 4832 DL, with Tom Dolby.

In many cases - the Gorings is an example - this kind of conversion happens because the back end of the car is particularly prone to decay from weather damage if the car has been stored in the open, or stored nose-first into an inadequate shelter.

Another ‘woodie’ known from the early days of the Club was this one, carried out by a bus-driver from London and then purchased by Malcolm Bath, early member and a driving force in the Club.



It is DHM 105, TD 2784 DL, and we have to record that it is known to have ended its days in a Cambridge scrapyard.

Pictures by John Bath (no relation).



Although the car is looking very tatty here, it is not at all a bad conversion design. The Morris Traveller style vertical rear doors are practical, and the squareness of the whole effect is in keeping with the upright shape of the Razoredge. You can well imagine that if Sir John Black had seen it, they might have become a commonplace and successful variant of the car - but perhaps not in this random mix-and-match colouring.

A pickup and hotrod in one. This was spotted by Graham Ward on the Facebook group. It is in the UK, at Old Warden Aerodrome, “Nsra summer nats” – whatever they mean by that. Only the cab, bonnet and grille have been used.

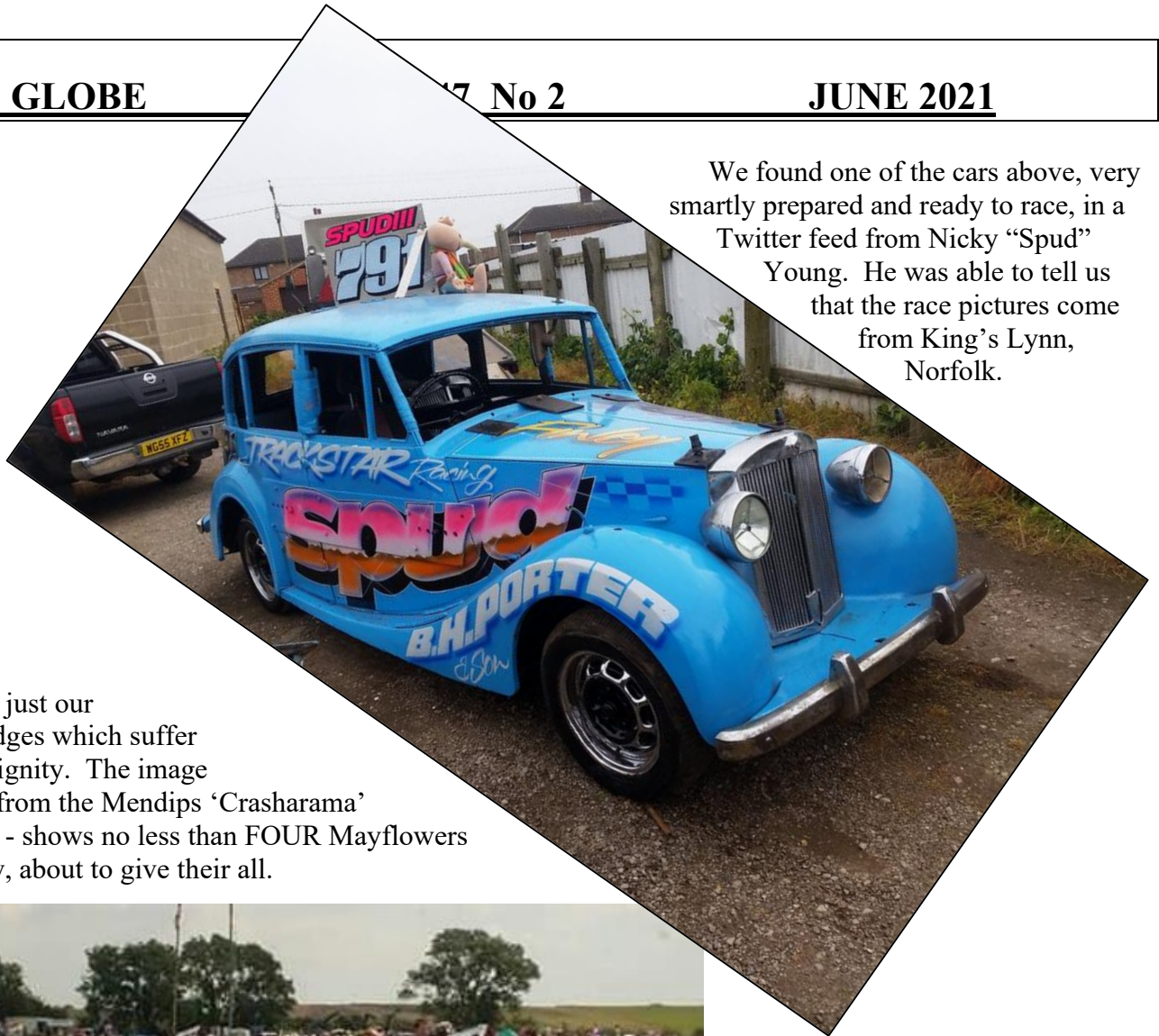


Our final mutilations must of course be those definitely end-of-life treatments which give any Razoredge its last chance to roar, lash out, and career about in a very un-sedate way: banger racing. Perhaps the sturdy engines which serve us so well for so many years have been really longing for this: foot-to-the-floor, no-holds-barred action, elbowing others out of the way like middle-aged ladies at a jumble sale.



Seen at Towyn, North Wales. Unsurprisingly, we have no idea of the identities of the cars having their final fling in these pictures. The image above was found by Tom Robinson; the two below by Harry Beacall.





We found one of the cars above, very smartly prepared and ready to race, in a Twitter feed from Nicky “Spud” Young. He was able to tell us that the race pictures come from King’s Lynn, Norfolk.

It is not just our Razoredges which suffer this indignity. The image below, from the Mendips ‘Crasharama’ in 2008 - shows no less than FOUR Mayflowers in a row, about to give their all.



I don’t know whether you’ve ever driven a Mayflower, but they are not exactly zippy. The idea of using them as a race vehicle is therefore surprising; but I didn’t see it, so I shall not speculate about the entertainment value.


Looking very much more like a genuine racing car is Harald Menge’s Sports Special, born as TDA 148 DL, featured in our February issue. That is so recent, we need say no more about it here; but if you missed the story it is worth looking out and reading.

So there we leave our variations-on-a-theme.


As Shaw Taylor used to say at the end of Crimewatch: remember that the cases you’ve seen here are VERY rare. Don’t have nightmares!



WHILST CONSIDERING CONVERSIONS - AN IDEA FROM THE INTERNET




 James Quigg ▸ Enthusiasts of British Motor Vehicles Built Before 1985
13 h · 🌐



<https://www.driving.co.uk/.../classic-car-electric.../>




DRIVING.CO.UK


Classic car electric conversion is on the rise – we visit one specialist to find out why
Is converting a classic car to electric sacrilege or do we need to get with the programme? Will ...

   41 76 comments

 Like  Comment

[View previous comments](#) [All comments ▼](#)

 Richard Glanville
It totally depends on the car. If it's supposed to be smooth and soothing on a gentle trundle, I can't think of anything better than electricity. If it's for a spirited dawn drive on a B road, it has to be fossil burning.

Like Reply 1 h  1

The comment above suggests that the Razoredge would be a good candidate for electric conversion, and certainly the idea of gliding silently along is attractive. However, that magnificent 2088cc engine is one of the strongest features of our cars, and many would feel it's a shame to discard it. What do members feel about the idea? Drop me a letter or an email, if you have strong feelings. I think most people would feel it's a preferable conversion to some of the others to be seen in this edition!

NEWS OF OUR CARS

Now here's a view of our cars you don't get to see very often.

Images courtesy of Hanswalter Ramsauer.



It takes a little careful looking-at to work out where we are and what's taking place. This is Hanswalter Ramsauer's TDB 4868 DL, which was previously in the UK with member Roger Weibel in Oxford from 1990 - 2018, and before that with member Barry Peters in Weybridge, 1989-90, under its original UK registration of HHR 938.



What we are seeing, above, is the underside of the boot-hinge tray and the hole in the boot floor where the petrol tank has been removed. Ahead of that, running away to the left, the transmission tunnel helps us get our bearings. So much has been stripped off and dismantled: the curved shape at the top of the picture is just the inner rear wheel arch, looking in very good condition.

When you talk about a 'body-off' restoration, this is what it means. With admirable Swiss thoroughness, Hanswalter is going right back to bare metal, and we wish him every success as this project moves ahead. It's all a bit daunting for those of us who know that one day, this is going to be where we stand. However, we have the dream, and one day it may come true.

Another restoration going very well is Mike and Brendan Little’s work on PVF 730, TDC 2573 DLO, seen here. They will shortly be able to apply to the DVLA to have the original registration number restored, with help from John Bath, our Club historian who is accredited with the DVLA for this purpose.

Pictures courtesy of Brendan Little



Our club records will be able to assist the process, because before the car was laid up in storage in 1986, it was briefly in the Club owned by member Peter Strawson, from 1979 to 1981, and our records show that all the numbers match.



Another car in the Club which has recently had ‘the full works’ is Mike Sampson’s WHX 301, TDB 4609 DL. It is seen here looking absolutely tip-top in the picturesque village of Broadway in the Cotswolds.

SOMETHING WHICH MIGHT BE OF INTEREST

The new 10-part UKTV series is an observational documentary following Hornby. Currently in production, the new series follows Hornby's staff of dedicated engineers and model makers, as well as collectors and model shop owners.

Based at the company's HQ in Margate, Kent, *Hornby: A Model World* is a nostalgic look at the world's most famous modelling company, home to Hornby Railways as well as the Corgi, Airfix and Scalextric brands. Frank Hornby was also the inventor and driving force in Meccano.

With multiple new product launches, the immersive series documents the ups and downs of trying to get these much-loved collector's pieces to their customers on time and on budget, exploring how, by studying the original full-sized machines, these replicas are faithfully reproduced in miniature with incredible attention to detail.

The series also features a passionate community of collectors and their layouts; whose expertise and knowledge is invaluable to the company.

Senior commissioning editor Helen Nightingale said, "At Yesterday, we're always on the lookout for hidden stories with fascinating history and passionate people, so we're thrilled to work with leading factual producer Rare TV to share an exclusive behind the scenes look at Hornby, a quintessentially British institution."



Rare TV's Emma Barker said, "Hornby have welcomed us into their wonderful world and we're delighted to be sharing it with Yesterday's audience. It is the perfect home for the programme."

Yesterday's Gerald Casey said, "Since 1920, Hornby has inspired a cult-like following amongst hobbyists and Yesterday viewers are going to love rolling into this world of British model-making, with its fastidious attention to detail, skilled engineers and passionate super collectors."

Flame Distribution's SVP Acquisitions Philip Barnsdall-Thompson added, "As Hornby recently celebrated its centenary year, this exclusive access series promises to reveal all about this iconic company and will no doubt enchant model enthusiasts the world over."

Hornby: A Model World is filming now, adhering to all COVID-19 procedures and regulations. The series will air on Yesterday later in 2021 and will also be available to catch-up on UKTV Play.

SAD FOOTNOTE: ALWYNE HILL

ALWYNE HILL, a long-time TROC member, has recently died. He was particularly active in Club events in the formative years and regularly attended gatherings in his car TD 3459, LWB 48. He was also instrumental in creating the Club's first car badge and sundry aluminium items. His car has been off the road for a considerable time. Condolences on behalf of the Club have been passed to the family.

Tom Robinson

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; two more in April-May. 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.

Newly coming to the market: FOR SALE, TDB 3873 DL, Reg LVX 246, owned for over 25 years but no work carried out for the last 15 years. Stored remotely from where I live and partly dismantled, also included in sale parts from TDB 5372 OKJ 619 including, bonnet, 4 doors, grille, boot lid, headlights, rear wings, bench seat and other bits and pieces I found at auto jumbles. I have V5 for both cars and a drivers handbook and Vanguard/Renown service instruction manual. Originally bought as a project but now unable to complete. Would like to pass on to someone who could complete or use as spares. Not much money required, phone 01209 831029 for a chat or email jaybe12348@yahoo.co.uk Located in Cornwall. (John Baker)

FREE TO A GOOD HOME: our member Charles Richards offers an **almost-complete set of Globe newsletters** - buyer collects. Charles is in Bidborough, near Tunbridge Wells. Phone 01892 528 231 .

FOR SALE: Paul Stephenson has USK 684, TDC 969 DL. Car in parts, plenty of good chrome. For

FOR SALE: Ron Jackson in Pymble, New South Wales, Australia, is now selling TDB 404 DL - also in pieces, but it's all there and could be restored. Contact the Editor for details.

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. His contact details are available from the editor.



WANTED: Tool Set – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

FOR SALE: 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



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

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



FOR SALE: one remaining white Razoredge from member **George Wyatt**, of Barnsley. He has been operating a wedding car service, but is retiring and the cars have to go. Two have sold, and one remains: a 1949 TDA in Brilliant White, GSG 927. For further details and price, please contact George on 01226 752 830. As you would expect with wedding cars, it has been well-maintained and is generally immaculate in appearance.

FOR SALE: 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 – 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: ruskin@ruskin.tv .

