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# THE GLOBE

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Nearly back to normal? We hope so!

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

**MEMBERSHIP SECRETARY AND** Roger Stone, Email [editor@trocltd.com](mailto:editor@trocltd.com)  
**MAGAZINE EDITOR**

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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 have recently re-organised 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.*

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## EDITORIAL

Dear Members,

Welcome to Autumn 2021; or welcome to Spring, for our dozen or so readers in Australia and New Zealand. With great sadness, we have to record that there is now one fewer of those. Member 272 Peter Faber had been a significant contributor to the Globe newsletters, and a stalwart friend to the Club, for many years, but alas is no more. Our sympathy is expended to Raewyn and to all his family. You will find a summary of our memories of Peter starting on page 78.

On the members' behalf, some of the Committee met to bid farewell and thanks to Chris Hewitt, our retiring Chairman and spares holder. There is an account of this gathering on the following page.

Have you ever considered applying for work in films and TV with your car? Please read page 74 onwards.

A reminder that up to **10% ethanol** is now possible and legal in ordinary unleaded petrol at the pumps - assuming you can find a petrol station with any petrol, of course. Ethanol is best avoided in your Razoredge, because it causes the engine to run a little hotter, and more especially if your car is likely to spend long periods inactive, because the ethanol can attract water and settle out into three layers in your tank if it is left to stand for long periods. Since oxygen is present, your tank can rust inside even under the top layer of fuel, and the water building up in the bottom of the tank will make your car cough and splutter, if it runs at all. Using 'super unleaded' guarantees a maximum of 5% ethanol, and Esso Synergy Supreme+ 99 has zero ethanol (except, due to technical supply reasons, in Devon, Cornwall, North Wales, North England and Scotland). It's difficult to get a clear picture from the petrol companies, but diligent web-searches may clarify this further for you. We carried a detailed account of the hazards presented to classics by ethanol in petrol in the **August 2013 edition** of the Globe, when the 5% level was first being introduced. This is available to download from the Club website, if you do not have a copy. Our member Graham Potter reports that, having switched to Super, he is convinced the car is running better and giving more miles to the gallon; we would be interested to hear from other members about this.

We are also repeating our challenge competition from the previous issue, because we have had very few entries. This was intended to whip-up a flurry of additional photographs for the **2022 Club Calendar**, for which at present we have a fair collection, but not what anyone could call overwhelming. So, please, ALL members - even those whose cars are buried under a heap of old mattresses in the garage, and have not moved for twenty years - grab your camera or smartphone, and give a few minutes' thought to how you can **take an interesting picture including a Razoredge**. This is your chance to have your own car immortalised in the Calendar, which will make a valuable keepsake. You could even cut the page free at the end of the year and have it framed, if you wish. Let's do this!

*Best wishes to all, and stay safe!*

*Editor*

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**Our cover pictures for this issue:**

Front – At Walton Hall in mid-September, the Razoredges of Robin Hewat and Pat Saunders join a throng of Standards, Roadsters, TRs, a 1939 Dolomite and others. Story on page 83.

Rear – Peter Faber's TDB 1308 DL on the road between Hanmer and North Canterbury in 1995. For more dramatic New Zealand scenery, see page 80.

## RECOGNITION AND THANKS FOR CHRIS HEWITT

In August, representatives of the Committee met at Chris Hewitt's home near Leatherhead, Surrey, to take him out for a meal at a nearby hostelry, and to make a small presentation in recognition of his years as Chairman.

Chris took on the chair in 1999 after the sad illness of Ed Lacey, whose genial nature and personality had steered the Club for many years previously. Chris continued the relaxed style, and TROC members will be grateful for the informal and approachable nature of our meetings and rallies. He maintained good links with the Roadster club, and had wide connections throughout the world of classic cars.



Left to right: Bob Hobbs, Bob Parsons and Chris Hewitt. The party decorations were not ours!

He also looked after our brakes, suspension and steering spares, and in addition found room in three lock-up garages, at no charge to the Club, for a large collection of body panels, glass and other bulky parts salvaged from various cars or donated to the Club from failed restorations or 'donor' car purchases. (Those items are still stored with him, and part of the problem facing the present committee is to arrange suitable storage - or face scrapping them. Not easy! These items are very rarely called upon, but when they are needed, as last year when we supplied a complete set of doors to a member - they are invaluable.)

Chris was presented with a Lansdowne model of a Razoredge, in a display case, and bearing a plaque commemorating his time as Chairman. He also received a case of wine, and our lasting thanks - but there were no speeches, and as you can see the occasion was as relaxed and informal as any Club gathering.



From a meeting at Brooklands in 2006: Chris Hewitt's Jade Green TDC 1764 DL leading our line-up, alongside near neighbour and good friend David Wickens' TDB 6479 DL, and then Arthur Pocock's TDC 2017 LIM (now resident in the USA with members David and Cathy Pilcher).

## COMPETITION TIME: WIN 3 BOTTLES OF BUBBLY AND A SIGNED RAZOREDGE PRINT - LAST CHANCE!

*COMPETITION EXTENDED TO NOVEMBER BECAUSE OF LACK OF ENTRIES!*

Autumn is moving along, and soon we'll be missing the bright sun, the opportunities for picnics and drives to the coast. While the relatively fine weather is still giving us a few warm days here and there, please take your camera and your car, and trek to your favourite beauty spot for a well-framed Razoredge photo-shoot.

Our 2022 TROC Calendar will need to be very good if it's to match the inaugural 2021 edition, and this little competition is to give you an extra incentive to send in some snaps. They should be high-resolution (but most modern smartphone cameras and digital cameras are comfortably up to the requirements). It doesn't have to be your own car, but priority will be given to new pictures, imaginative settings, and a picture which captures the spirit of the Razoredge in one way or another.

If you are not yet into the digital photography world, we can still accept prints sent by post. (If you would like them returned, please enclose a stamped addressed envelope.) The images don't have to be perfect - we can remove blemishes like an awkward telegraph pole - but do try to frame your picture so that this isn't necessary, if you can. Consider the background, and any obtrusive items in the foreground.

For this competition, your entries need to be received by **November 10<sup>th</sup>** so that we can announce the winner in the December edition of the Globe. All photographs will be considered for the Calendar, and we are still able to accept any additional images for the Calendar up to November 10<sup>th</sup>.

**If your car is not on the road** - we can still accept pictures, if you can find a way to compose a good photograph. We accept that Razoredge ownership is not ALL sunny days and picnics, and it would be good for the Calendar to cover wider aspects of our hobby. **We shall also be keen to include photos from all countries where our members have cars** - so overseas members should definitely count this challenge as applying to you.



Vic Hammond was the Chief Stylist of Standard Triumph, and worked on the Mayflower, Vanguard and Standard 8 and 10.



**Picture: Neil Walters, Australia.**

Note that this car is now restored and on the road!

## HIRING YOUR CAR OUT FOR FILM AND TV WORK

Because of their characteristic style, Razoredges in films and TV are frequently recognised; but sadly, it's often impossible for us to obtain permission to share in the newsletter images taken from the films. They have been seen in *Miss Marple*, *The Crown*, *Darling Buds of May*, *The Last Emperor*, and many others.

In the June 2012 issue of the Globe, we were able to explore in some detail the appearance of OXL 481, a TDC, in the 1982 final episode of ATV's *Sapphire and Steele*, where Joanna Lumley and David McCullum gave us a close-up tour of the car - it was quite central to the plot. The same car was later spotted in 1983 in BBC's *Lucky Jim*, towing a horsebox. Since then - we have heard nothing of it, despite the fact it was clearly in very good condition in 1982-3, with a mere 20,101 miles on the clock. A mystery!



Below, we have a briefer and less happy appearance for an equally unknown Razoredge.



Peter Cushing in *Night of the Big Heat*, a 1967 British science fiction film

The car is JCG 232, a 1950 early TDB registered in Southampton. This was filmed on Portland Bill, Dorset, where the transmitting station does duty in the film as a meteorological station. The plot involves a mystery in which, in midwinter, an offshore island starts suffering a heat-wave. Dr Stone, played by Cushing, bravely goes to investigate. He drives his Renown, which would indeed be a likely car for a doctor, to a gravel-pit where strange events have been observed.



The Razoredge overheats and breaks down... that's unkind, but we suppose it fits well enough with the experience of some members. Later, Christopher Lee finds it, and discovers the engine is burnt out, and it and Cushing's character have been incinerated by aliens seeking an energy source.

Therefore, next time your temperature gauge starts edging too high - don't blame the car, or ethanol in the fuel; it's probably aliens.

Do these sightings might make you wonder: what is it like to hire your car out for film duty? One of our members who can tell you is David Wickens, from Surrey. His car has appeared in several notable television and film examples, including *East Enders*, and the *Miss Marple* episode mentioned above.

There is also a K-Tel 'Memory Lane' advertisement - [https://www.youtube.com/watch?v=05ZTSc\\_YPJ4](https://www.youtube.com/watch?v=05ZTSc_YPJ4) - which has our David Wickens' car, filmed in 2005. The same advert is still being run on some channels, and was spotted by Malcolm Banyer just a few weeks ago.

A couple stroll down Memory Lane, and when they discover they have turned from colour to black-and-white, symbolising a step back in time, they are completely unalarmed by this, and just enjoy reminiscences. Amongst the things they encounter - all accompanied by tracks from the K-Tel box set of 10 CDs, 200 gloriously nostalgic and sentimental 1950s songs - are a steam railway, filmed on the Watercress Line at Alresford in Hampshire; and our very own David Wickens' TDB 6749 DL, RPC 144.

The filming of the advertisement in 2005 was by Derek Hanlon, and where at one point the couple pass a young mother with a child in a pram, the endearing little cutie in the pram (filmed separately) is Derek's own daughter - who is now 17. Time flies!



The couple spot... David Wickens' TDB!



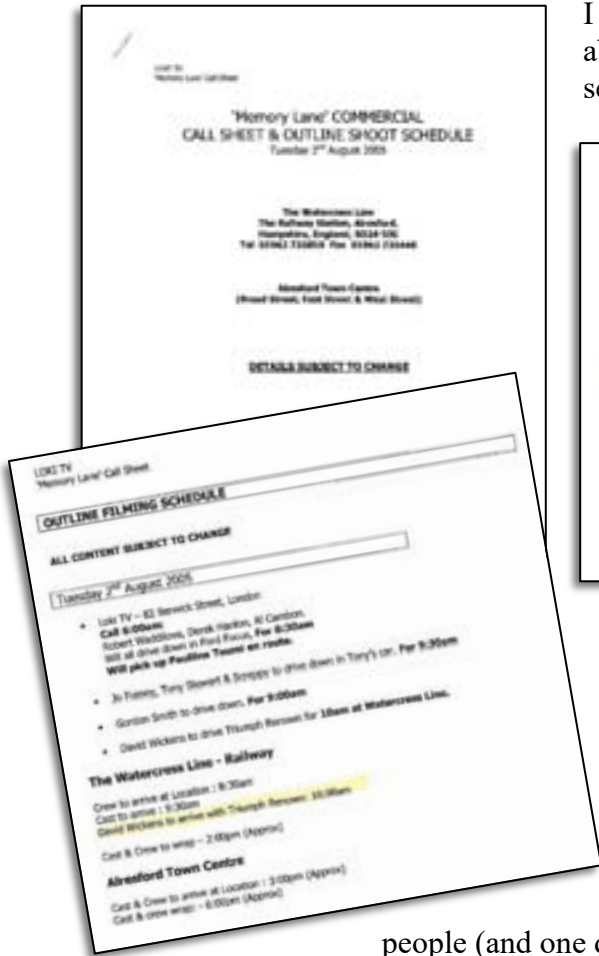
For those of us who enjoy an occasional wallow in nostalgia, I would recommend the CD box set. For only £29, you have 200 songs, with many "Golly, do you remember..." moments.

You can obtain the box-set by phoning 0844 209 6432, or from this link:

<https://www.youtube.com/watch?v=0WfcLCibW20> - where you can also view the full video, Razoredge and all. It's well worth a look.

Images from the advertisement by kind permission of BNL Media

I asked David about the filming of this advertisement, and he was able to provide us with some of the documentation he had been sent in preparation, as well as for the 'Miss Marple' filming.



LORE TV 'Memory Lane' Call Sheet

PRODUCTION TEAM		
Derek Hanlon	Director / Camera	Mobile: 07853 104 266 E: derek@lore.tv
Robert Wardlaw	Producer	Mobile: 07906 109 248 E: robert@lore.tv.uk
Gordon Smith	Album Producer	Mobile: 07923 488274 E: gordon.smith@lore.tv.uk
Al Cambon	Driver	Mobile: 07921 308 882 Mobile: 07920 466 965
David Wickens	Triumph Reviewer	Yat: 01276 82958

CAST		
Jo Fussy	Lady (Of Gossip)	Mobile: 01773 122988 E: jofussy@cherryorchard.co.uk
Tony Stewart	Gentleman (Of Gossip)	Mobile: 07740033262
Pauline Young	Mum (Of Gossip)	Office: 020 8747 7558 E: pauline@lore.tv.uk
Shirley	Jack Russell	Jo Fussy

Notice that the filming occupied just a few hours, from mid-morning to 6pm, but that the crew arrived at 8:30 for set-up, the cast were required on site at 9:30, and David with the car at 10am. There is a great deal of waiting about, so if you plan to follow David's path to screen stardom and fame, take a good book.

Filming this enterprise occupied a whole day for the eight people (and one dog) involved; then there would have been the additional filming of Derek Hanlon's daughter in the pram, and post-production editing including slotting in the many extracts from all the different songs featured into the sound-track, inserting the thumbnail pictures of the artists onto the film, and adding the voice-over commentary. All this for a three-minute sequence.

The *Miss Marple* film, made in autumn 2004, is naturally a much more substantial piece of work and it really has a superb cast. It is the Geraldine McEwan version of Miss Marple, and she is supported by an impressive line-up: Rob Brydon, Jenny Agutter, Niamh Cusack, Pam Ferris, John Hannah, Amanda Holden, Celia Imrie, and Griff Rhys Jones as Doctor Quimper. His car - a doctor's car again; there may be a certain amount of type-casting here - is David Wickens' Renown. I shan't spoil the ending; that would be criminal in an Agatha Christie piece, but I can confirm that there is some superb genuine acting to be seen - unlike many more modern films. If you wish to look it out, which we strongly recommend, it can be found online at <https://www.youtube.com/watch?v=IjdBdvqQJpE>.

The call-sheets for this are on a whole different scale from the one-day, eight-man (and a dog) advertisement production. Instead of a cameraman who is also director, we have three film units, each with its own assistant director. We have a trailer for the main star. We have a security officer, an art and props department, a makeup and hair team, two electricians, and a construction manager responsible for Accro props under the stairs, which were apparently causing concern. We have chaperones for the two child actors. We have sound, costume department, a unit medical officer, special effects department (the fire in the sitting room), portable toilets, and catering to provide 63 breakfasts, lunches and afternoon breaks, plus tea, coffee and water available on demand throughout the day - and that's just for the first day David Wickens was there; on the second there were 75 to be looked after. Filming went on throughout most of October. There were two minibuses to transport the crew and six individual drivers to collect the



principal actors from their homes and deliver them on set at the right time each day - not so much, one suspects, as a perk or courtesy, but because if anyone crucial is missing, holding this whole operation up for an hour or two could cost thousands.



In amongst all this detailed scheduling on the call-sheets for the 3<sup>rd</sup> and the 15<sup>th</sup> of October, we find the heading ‘Action Vehicles’ provided by Martin Alderice, and these include “Quimper’s car for scene IIIA. Called to unit base at 7:30.” The other two cars listed were a police car for the Inspector, and a neat little MG two-seater for the Amanda Holden character. Thus, our David Wickens became one small component of this huge operation.



Our thanks to David Wickens for the use of these documents.

**"MISS MARPLE"**  
 Agreement Order for Day 16 Sunday 3<sup>rd</sup> Oct 2004

		Total Pages   378						
No	ARTISTS	CHARACTER	Page	Arr.	Wkly	M/Day	Travel	On Set
4	JOHN HANNAH	DSIF TOM CAMPBELL	06:50	07:35	08:00	07:45	08:15	08:35
7	LUCY HATHY JONES	Dr DAVID GOMPERT	06:50	07:35	08:00	07:45	08:15	08:35
1	GERAETHO MCEWAN	MISS MARPLE	07:15	08:30	09:00	08:30	09:15	09:35
2	AMANDA HOLDEN	LUCY ETHELBERGROW	06:50	07:40	09:00	07:45	09:15	09:35
<b>STAND-INS</b>								<b>On Set</b>
	Paul Vincent	Utility						08:00
	Christian Vincent	Utility						08:00
<b>REQUIREMENTS</b>								
<b>ART DEPT/ PROPS</b>		As per Art Trailer (no) 07060 41 9001 / Jim Grimley (no) 07947 831 753 to include as per script: 190A: Terrace Gin, Kaffing, Hall of Blue & Pink wood. 87: Christmas Decorations, 100: Coats, Pufferlight sign.						
<b>ACTION VEHICLES</b>		As per Martin Alderice (no) 07974 725996 (p) T.J.C Quimper's Car for scene 111A. Called to Unit Base @ 07:30 Campbell's Police Car for scene 111A, 114. Called to Unit Base @ 07:30 Lucy's MG for scene 114. Called to Unit base @ 07:30						
<b>CONSTRUCTION</b>		Access props under stairs for support. NEC Blackouts Required for Scene 111A, 100.						
<b>CAMERA/GRIPS</b>		As per Martin Falson (no) 07778 68480 / Jim Sooms (no) 07778 362743						
<b>ELECTRICAL</b>		As per Phil Pridell (no) 07006 63926						

MISS MARPLE & M. FROM Paddington

Scene	Start	End	Pages	Notes
111A	07:30	08:15	15	Quimper's Car
114	08:30	09:15	15	Lucy's MG

Additional production details and scheduling information.

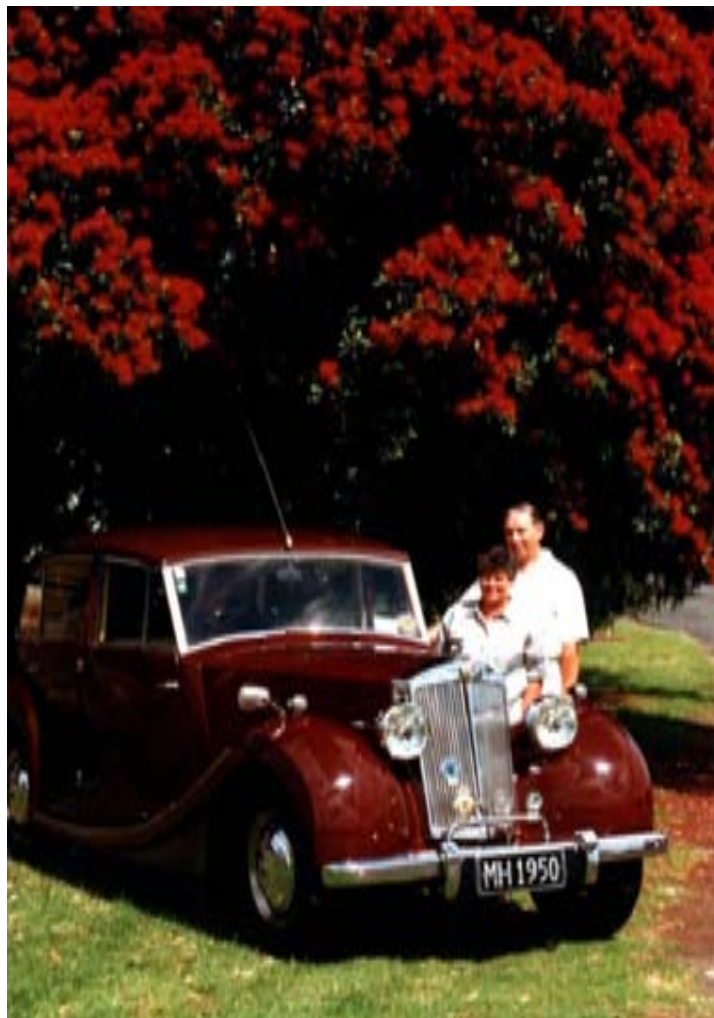
- Carry on along the road to the Hard Lane. Manoeuvre into the A5048.
- Continue along A5048 for about 3 miles and take motorway M62/A1(M) turning. At the end of the slip road turn right and down to the roundabout taking 2<sup>nd</sup> Exit signed Huddersfield.

## PETER GRAEME FABER

Tom Robinson

Peter Faber died on September 2nd in Whangarei, New Zealand, aged 85. He was a TROC member for many years [No. 272] joining in 1982. His car, a jade green TDB 1308 DL, was semi derelict when he bought it and he carried out a body-off restoration finishing with a repaint in maroon. I have at hand his first letter written to me, dated November 14<sup>th</sup>, 1982, in which he describes the problems encountered in the Renown's restoration. His only skills, he informed me, were "gained from a favourite toy, a No. 8 Meccano set, although I once fitted new piston rings to my Morris Series E. I have learned a great deal fighting with the intricacies of the Renown's internal plumbing."

Peter was an excellent communicator, both in the written word and in his skills as a photographer. Ever ready to grasp the latest technical developments in the world of photography, a welcome package arrived on my doorstep one day to reveal a video recording made from the dash of his Renown, showing what driving conditions were like in New Zealand. The experience was remarkable – such empty roads; ideal razor-edge country!



*En route to Auckland, Peter and Raewyn Faber beneath the shade of a Pohutukawa tree, 1977.*

Although his family originated in Germany, together with his wife Raewyn, they formed a strong affinity with the UK and paid several visits here, firstly coinciding with a the 1984 TROC Rally. Through diligent research beforehand, getting about London's transport system presented no problems to them and they

subsequently visited many of our National Trust Properties. Peter was disappointed not to find Nessie in Loch Ness when we took them on a short tour of the Scottish Highlands.



*We paid a visit to nearby Chatsworth House, here Peter and Raewyn pose at Edensor. This photograph was on display at the Faber's house in Whangarei.*

As I said, Peter was an excellent communicator and he persuaded Patricia and I to visit New Zealand - in fact the first of several visits was to accompany them in their Renown to partake in the 3<sup>rd</sup> National Classic Car Rally, based in Nelson during February 1999. This involved a journey of 623 miles from Whangarei and included a sea crossing to South Island. This journey was spread over several days. You can imagine that four adults and accompanying luggage was quite a crush, but we endured the journey. The final day was a wonderful experience, driving along the Queen Charlotte Sound and then tackling some extremely steep hills to finally descending to our destination where we spent several days partaking of rally events before we picked up a hire car and headed south. On that trip I saw road conditions the like of which we never encounter in the UK, which Peter managed with consummate skill; long steep climbs, almost straight up what appeared to be extinct volcanoes and then an equally steep descent with constant braking, meanwhile the ever-present experience of huge Volvo lorries and trailers carrying massive timber tree trunks, eagerly anxious to overtake the Renown. "All good fun," was how he described such conditions.

His interest also extended to music; particularly jazz which formed the background to films he made in later years of Classic Car rallies throughout New Zealand. Comradeship with fellow Kiwis forms a large part of New Zealand lifestyle and a considerable part of their retirement time was spent with groups of people whether they be classic car enthusiasts or musicians.

Peter enriched our life with his enthusiasm for whatever task he set himself to. One of our favourite pastimes would be him attempting to pronounce Welsh place names and me trying the intricacies of some towns in New Zealand. We frequently exchanged emails over many years and he made many contributions to *The Globe*, particularly some wonderful views of New Zealand countryside, always with his faithful Renown in the background.

Tom Robinson

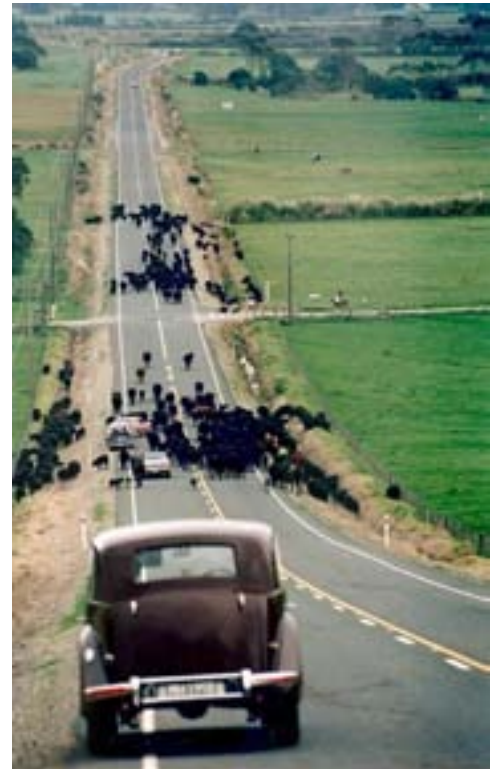
Some Peter Faber pictures - including our back cover for this issue.



A young Peter Faber acting as ballast - they needed extra weight on the front of the tractor - what could possibly go wrong? Peter added in a note to Tom Robinson: "This is not to be taken as recommended NZ farming practice. The farm is at Pataua (pronounced Partowa), a rural coastal area near Whangarei in Northland where I was employed for a short period before joining the furnishing Trade."



Right: an occasional disadvantage of NZ driving: congestion on the road ahead.



Left and below: from tours of North Island, 1980 and 1992.



Pictures by the late Peter Faber, with kind permission.

## Peter Faber - 1936 to 2021

By John Bath

One of the great benefits of being closely involved with a club like TROC is the lasting friendships achieved with people whom you would otherwise have never met – all thanks to owning the same model or marque of car.

These often start with correspondence (remember letters?) then later emails and these days, location does not seem to be a barrier, as through Triumphs, I have made lasting friendships in New Zealand and USA especially, as well as “over here”.

Peter and I have corresponded for seemingly decades when he was a Renown owner and he often kindly sent over information on our cars that appeared in the local press and car Club magazines.

Long after that initial friendship was established, we met over here at a TROC Rally, and by then the Fabers – Peter and wife, Raewyn, were truly friends of the whole family since my two daughters had stayed with them at their house in Whangarei, right near the top of North Island NZ, in 2001 and 2004.

Sue and I soon followed in their footsteps, so to speak, in February 2007 (*for our first ever visit down under for my 60<sup>th</sup>*). We had memorable local sightseeing trips, some of which were taken in Peter’s handsome Rover P5 3.5 litre Coupe – a model I have always much admired myself. Of course, you cannot beat having local knowledge of what to see when in “new territory”.

In business, Peter owned a successful furniture shop – *Fabers Furnishings* - in the local town. Peter and I had a lot in common, not only with our love of both classic Rover and Triumph cars, but also our collection of Dinky model cars. He was also a gifted photographer - and not just of cars - with some of his most memorable photos gracing *The Globe* over many years,

Peter had not been well for a time, but when the news came to us, that he had died aged 85 on 2<sup>nd</sup> September it was a very poignant moment for us all. But of course, we were all lucky to have known him, enjoyed his wonderful hospitality and had those memorable times together in each other’s countries.

Peter is survived by his wife Raewyn, and plus sons Alan, Neil and daughter Claire; he and was a much-loved grandfather and great grandfather too.

John Bath - September 2021



## 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 24<sup>th</sup> October**      **Newark Autojumble** - one of the largest car-parts, restoration services and trade stands gatherings in the country: opens at 8am. At the Newark and Notts showground.

**Sunday 7<sup>th</sup> November**      **The 2021 London to Brighton Veteran Car Run** - Hyde Park to Madeira Drive, on Brighton seafront. To commemorate the raising of the speed limit from 4 to 14mph in 1896. Approximately 500 cars are expected to take part.

**Friday - Sunday  
12<sup>th</sup>-14<sup>th</sup> November**      The Practical Classics / Lancaster Insurance **Classic Motor Show at the NEC, Birmingham.** Hundreds of clubs exhibiting 3,000+ vehicles; Silverstone auctions, practical advice from experts at the Restoration Stage. An enormous event which every classic car enthusiast should experience. Be warned - it can be quite overwhelming! Book tickets online (around £36) at:  
<https://classicmotorshow.seetickets.com/tour/classic-motor-show>

~ 2022 ~

**When?**      We would like to arrange more meetings -

**Where?**      now that we can meet again in reasonable safety -

**Who?**      all around the country, at existing events where our members

**Why not?**      might come together if they wish.

**How?**      Simply email [editor@TROCltd.com](mailto:editor@TROCltd.com) with your suggestion.

**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.



## NEWS OF OUR CARS / OUT AND ABOUT

Robin Hewat writes:

“The Standard Triumph Picnic and Hog Roast at Walton Hall has been an event you will probably regret missing. The day (19<sup>th</sup> September) had a dismal beginning with rather heavy rain until 10 o'clock.

Thereafter matters improved radically and the sun burst through for a wonderful afternoon. The event was originally booked solely as the Triumph Roadster Club Annual Rally. However, the picnic and Hog Roast was moved from an earlier date because of this annoying Covid thing! The day was full of interest for car enthusiasts with flocks of Triumphs from pre-war days to the last of the TR8s. Standard cars were well represented by their Club. Only two Razoredges attended but, I feel, we put up a brave show. Here are some pictures which hopefully capture the mood of the day.”



Above, Robin Hewat's TDC 772 DL and Pat Saunders' TDB 2451 DL showing the flag for the Triumph Razoredges, at this all-Triumph event; both cars also visible on our front cover.

Left, a beautiful 1939 Triumph Dolomite with the 'waterfall' radiator grille, and more chrome than you can shake a stick at, only recently refurbished and resprayed from white to this very attractive metallic blue. White leather seats! You'd have to be VERY careful.



It was quite a large-scale event, in a magnificent setting. TROC has never visited Walton Hall and Gardens, now a 4-star Hotel Mercure, in Warwickshire.

Looking at their website, I was intrigued to see they have an “Oranges and Lemons Brassiere.” Now, a brasserie is a café/bar offering refreshments and light food; whereas a brassiere is... something else entirely. Should we tell them?

**If you have strong feelings about where TROC should be going for our national rally, please let us know** - at present for 2022 we are probably looking at a heritage railway or museum setting, rather than country-house, and possibly further north than our usual central-England location.

Left: a Razoredge looking perfectly at home. Well, we can all dream.

Another member, Gary Singleton, added: “I had hoped to take our Renown along to this event, but in the end took our latest purchase, the Bond Prototype. I hope to get to a Razoredge meeting sometime, but to date they have clashed with other events.”

Pictures courtesy of Robin Hewat







Member Alan Kormes had his TDB 2137 DL out at the Knavesmire, York Racecourse. “Sadly mine was the only Razoredge there, but a nice day out and the car performed faultlessly after being laid up for almost two years.”

Mike Sampson writes:

“I thought I would make the most of the fine weather and get out in the car again yesterday. Luckily I have a full tank of unleaded four star which enabled me to do that. The roads seemed quiet, as I imagine a few people were saving fuel.

We ended up at the Gloucestershire and Warwickshire railway which happened to have its annual diesel weekend. If I had known I might have gone elsewhere, but it made a trip. It was still good to see their wonderful standard of restoration work on these diesel engines even if they are not everyone's cup of tea.

A couple of photos are attached.”



Pictures from Mike Sampson

Jim Fender, from Surrey, writes: “I took my renown out on Sunday to Newlands Corner, taking my brother and his wife (both from Glasgow) for their first ever run in a Renown, together with my friend who accompanied me to the TROC Rally recently.



So this was the first run since getting the clutch adjusted. What a pleasure !

I had had a nightmare trip back from the rally when at times the car would not go into ANY gear. I had always suspected that it was me not engaging the clutch properly, however there was just too much play on the pedal and when it was correctly adjusted, that made all the difference.

It was great to see you all at the rally. It was a lovely day for me on my first real run in the car.

Best regards, Jim Fender.”

A fine collection - image sent by Alan Kormes from another recent outing.



### **AS A REWARD FOR READING ALL THIS WAY:**

Our mountains aren't just funny, they're hill areas.

## ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE

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

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

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

**Is there anybody in Ireland in need of an assortment of spares**, or who would like to look after them in case a Club member needs them in the future? Jer Nolan, in Lixnaw, County Kerry, has sold TDB 1986 DL (UK registered as YAZ 672), and has the glass and other parts pictured below, accumulated, as tends to happen. He now needs to get them out of the way, but is loath just to take them to a scrapyard. **Is there anybody nearby who would look after them? Contact the Editor to arrange collection, before the end of October if possible.**



**WANTED** - a pair of front door cards for a TDB. The fabric can be poor as long as the backing is sound. 07748977342.

**FOR SALE: New to the market.**

Member Ronnie Macdonald has decided to part with his 1953 Triumph Renown TDC reg no RKT 218.

Ronnie is the third owner in almost 70 years.

About 20 years ago the second owner completely restored the Renown including re-rod and engine. There is a photographic album of the restoration. Since then it has done

The Renown is in concours condition and regularly used for pleasure and Club outings.

Last year during Covid four new tyres and a new battery were fitted, and the braking system completely overhauled. Every journey from December 2005 has been recorded in a log book.

Offers in the region of £12,000.00.

Please contact Ronnie on ----- or email -----



**FOR SALE: *Triumph Cars*** by T.P. Postlethwaite. A practical guide covering all models from 1937.

Published 1959. In mint condition £15.00 postage included.

Also: ***The Standard Vanguard and Ensign – Odhams Owner-Driver Handbook*** by A.G. Douglas, published 1963. In mint condition £15.00 postage included.

Tom Robinson 07929 278 873 or email .

**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 dismantled, also included in sale parts from TDB 5372 OKJ 619 including, bonnet, 4 doors, headlights, rear wings, bench seat and other bits and pieces I found at auto junkyard. Also included in sale parts from Vanguard/Ensign service instruction book. Originally bought as a project but now unable to complete. Would like to pass on to someone who can complete or use as spares. Not much money required, phone 01209 831029 for a chat or email jaybel2348@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 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.

**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 .

**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.



**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.



**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.

**FOR SALE:** 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

**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



**FOR SALE,** Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75;

Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832. Email; [keith.gulliford@talktalk.net](mailto:keith.gulliford@talktalk.net).

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



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

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



**WANTED** – the following parts for 1954 TDC: interior boot light; starting handle, rubber headlight gasket, globe badge for bumper Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE** TDB 2024 registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

**FOR SALE: TDB 1671 DL ERD 681**, engine 1677E, near Reading. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Needs work, but we are open to enquiries and offers. Please contact John or Julie Sibley on 01491 628 544.

**FOR SALE** – the fifth-oldest known Razoredge, TD 919 DL, registration GHP 909, first registered June 1947. This car is described as complete, original and untouched, and has been stored dry for thirty or forty years. Believed to have had only one owner; full documentation believed to be available. Offers in the region of £6,000. Contact Seamus Nugent, in Newry, Co Down, Northern Ireland: phone 0035 3876 879 053 or 02830 868 493; email .



**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1950.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Bedfordshire; telephone 01525 712 947, J E Washington.

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

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

**FOR SALE:** 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](mailto:ruskin@ruskin.tv) .

**FOR SALE: CAR RECENTLY COMING ONTO THE MARKET**

I’m getting in touch as we have a 1949 Triumph TDA for sale. It was bought from Bobs Affordable Classics in December 2018 for my (retired motor engineer) father to restore but sadly a dose of COVID means that his health now forces the sale. At the age of 79, he’s decided to fully retire after all !

It’s fair to say the car is in poor condition and will be a brave restoration! None the less, the engine would run when we bought it (hasn’t been run for 2 years) and the car is a rolling chassis in order to get it winched onto a trailer. It may turn out to be a spares donor rather than a restoration but an expert eye will know. It’s been dry, warm garage stored since we bought it.

The original registration was HCE 470 but sadly Bob transferred that plate before selling it (and most disappointingly without telling us despite us asking about the plate) and so the current registration is YXS 911. The original plate now seems to be on a Humber Hawk so may be retrievable if that owner can be found and is amenable.

If this vehicle is of interest to your members, we’d be most grateful if you would share the details. We’re open to offers.

I’ve enclosed some pics of the car.

Best wishes

Claire Donovan

07971 355104



This car, **HCE 470, now YXS 911, TDA 270 DL**, was in the Club with member Lyndon Lewis of Gwent, from September 1983, and then more recently with John Watkins in Herefordshire until 2018, but was just in storage all during that time - awaiting the right owner to come along. **Could it be you?**

