



THE GLOBE

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Following the Sun: Christmas, mid-summer in New Zealand

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: We regret the Spares service is CLOSED from December 15th 2021 probably until the end of January 2022, if all goes well. Bob Hobbs is undergoing medical activity and will not be allowed to lift anything until at least that date. We will bring further news in the February newsletter.

[Normally: 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 and Paypal are acceptable. Bob Hobbs will supply details.]

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.

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EDITORIAL

STOP PRESS: We regret the Spares service is CLOSED from December 15th probably until the end of January, if all goes well. Bob Hobbs is undergoing medical activity and will not be allowed to lift anything until at least that date. Naturally, we wish him all the best. We will bring further news in the February newsletter.

Dear Members,

Your Committee wishes you all the very best for the festive season. The news may be full of dire warnings of new Covid variants and precautions we need to take, but there is a higher duty: to take all that on board but to have the best time we can reasonably manage, anyway. And so say all of us.



You will observe the notice at the head of this page concerning Bob Hobbs, and we have to add to that the news that our Treasurer, Bob Parsons, is unwell and has been taken into hospital. It is not the best of news to bring you at this time of year, but we wish both our Bobs and their families the best of luck, and we hope to have positive news to report in our next edition.

Within this edition you will find potentially useful news about 'GB' plates, Razoredges out and about including at the Restoration Show at the NEC, a genuine Barn Find car which has been mouldering in its barn since before the Club first existed - and is still there - and our traditional Christmas singalong opportunity, amongst other items.

We also have for you the **2022 TROC Calendar**. Last year's was met with warm approval, and the response to our photo competition this year - although slow at first, and I will admit to having been a little worried in September and October - has been tremendous. Congratulations to Bernhard Ruest in Switzerland who has won our competition, and will receive three bottles of bubbly and a signed print of a Razoredge drawn by Vic Hammond, who was chief stylist for Standard Triumph in the 1950s. We think you will agree the resulting calendar is comfortably up to the standard of last year's inaugural one, and the Club is again happy to post out a copy to all members, with a printed copy of the December Globe, at no charge.

Photographs submitted for the calendar but not included in the final selection may well be used in the Globe during the course of the coming year, so no-one should feel their effort was wasted; and the Committee thanks all of you. The final voting was not easy, and we had some lively discussion in the process of making our choices. To anyone whose car has not yet appeared in a calendar - do please try again next year.

Best wishes to all, and stay safe!

Editor

We welcome new members:

- 1280 Patrick Duss, in Switzerland, who has TD 1695 which is being professionally restored
- 1281 James French of Great Yarmouth, who is looking to find a good-condition car
- 1282 Kevin Healion of Deer Park, New York, who has two Razoredges.

Our cover pictures for this issue:

Front – Why stay with gloomy damp English weather? A rally at Manawatu in December. Neil Farrer's TDB 4684 follows a Ford Pop through delightful sunlit countryside in Pahiatua.

Rear – Also in New Zealand: Tom Robinson at a rally in 2012. What a collection of classics!

LOVE'S OLD SWEET SONG

To bring a little variation to our usual Christmas Carol, we visit here the wonderfully sentimental lyrics of J L Molloy's best-known Irish ballad, a favourite of the Victorian music-hall, and revived by Nelson Eddy and Jeanette MacDonald in the 1940s. Words by G Clifton Bingham, with minor adaptations for classic car enthusiasts.

Once in the dear dead days beyond recall,
When on the world the mists began to fall,
Out of the dreams that rose in happy throng
Low to our hearts Love sang an old sweet song;
And in the dusk where fell the firelight gleam,
Softly it wove itself into - our - dream.

*Just a drive at twilight, when the lights are low,
And the flick'ring shadows softly come and go,
Tho' the car be weary, pot-holed the road and long,
Still to us at twilight comes Love's old song,
comes Love's old sweet song.*

Even today as we drive the cars of yore,
Deep in our hearts they dwell forevermore.
Steering may falter, brakes may fade away,
Still we can hear it at the close of day.
So till the end, when life's dim shadows fall,
Love will be found the sweetest song of all.

*Just a drive at twilight, when the lights are low,
And the flick'ring shadows softly come and go,
Tho' the car be weary, pot-holed the road and long,
Still to us at twilight comes Love's old song,
comes Love's old sweet song.*



Photo credits:

Graham Sinagola
Stephen Oliver
Graham Sinagola

FAREWELL TO ‘GB’ PLATES

Why are they bothering to make a new law that means British drivers must change their vehicle’s GB sticker for a UK one when going abroad?



The ‘they’ who have requested this are the UK government. It’s apparently being done via the United Nations (just to prove we don’t have to ask the EU for permission.) The oval country identifier plates or stickers have been governed by various international agreements, some of which date from as long ago as 1910. The old-style ‘GB’ identifier was introduced 111 years ago.

It’s being updated from ‘GB’ to ‘UK’. The country (including Northern Ireland) is officially known as the United Kingdom, not Great Britain. The change therefore reflects reality and is intended to end uncertainties that might exist regarding continued use of a wide range of stickers, flags, additions to number plates, (GB, UK, SCO, CYM... etc., etc) that could arguably cause confusion.

So, as of 28 September 2021, if you want to drive your UK registered car anywhere overseas, you need an oval sticker that shows “UK.” They are £3.50 from Halfords. The ferry will probably charge you a tenner if you forget to buy one.

So it’s nothing whatsoever to do specifically with Brexit (for a change!), but a bit of arguably overdue housekeeping to reflect reality. Legislation was on the books before the Brexit vote concerning what was (and was not) legal when it came to the country identifier fixed to (supposedly...) EU compliant number plates. The fact is, it was never effectively policed, hence nonsense like these:



Only one of the options shown was actually 100% legal before 28/09/21. Now, none of them is legal for use overseas!

To comply, you need an oval plate/sticker with the letters UK on it.



If the UK government had done nothing the GB oval would still be legal. For once, they have pre-empted any potential issues for UK drivers in the EU by their taking action via the UN to make the nonsense (pictured above) unlawful overseas.

Since 31 December 2020, the actual status of all the plates similar to the ones pictured above hadn’t been formally defined, along with masses of other international agreements that concerns driving overseas (in particular, in the EU). The ‘GB plate’ announcement does at least clarify matters in that regard.

Driving licences are another example. Technically, we should have defaulted back to archaic (and often arcane) Geneva and Bern agreements, but the rules that applied when the UK was an EU member still seem to be (informally?) in place.

BARN FIND - AGAIN

Roaming around on social media, we found a rather less than pleasant activity on You Tube, here: <https://www.youtube.com/watch?v=JxGUICN4C7w> . It is a film by some intruders into someone's collection of decaying classics, in an old shed, yards and a field at an undisclosed location. The motivation of the intruders is not very salubrious - they make a feature of sneaking in, secretive and fearing discovery, and posting films of their trespass. Could they not just have asked permission, and offered suitable guarantees to preserve the anonymity of their location if necessary? This kind of video is categorised as "urban explorers" (shortened to 'UrbEx') and their unsavoury interest comes from poking around someone else's property without permission; a kind of unauthorised 'through the keyhole.' Fortunately, apart from the intrusion into privacy, their ethical code generally insists they should do no damage.

However, on this occasion the car collection they discover is of interest for us. One car they find, under a



decaying sheet, is a lime-green 1955 Jaguar XK, laid-up since 2012. Inside a ramshackle shed there are several more Jags, and then a 1955 Triumph TR3 - getting warmer. Beside another Jag there was a possible Razoredge, but it's a false alarm: it is the equivalent Bentley. Note the rounded corners of the windscreen. They peer more closely at a 1952 Sunbeam Talbot 90, a lovely open tourer - all these cars dusty, rusty, but perfectly restorable. At last - buried in a corner - one of ours.

Sad, straw-covered, and unidentifiable. Most of the radiator caps have been removed, hopefully by the owner for safe-keeping, and not by some casual intruder, picking up whatever is easily removed. One day we may hear more of this car, and be able to connect up its history.

The intruders move on, and find slightly more modern cars: a pair of Porsches from 1964 and 1965, an MGB from 1967. Outside in the open, gradually being devoured by nettles and brambles, more British relics including Riley, a Wolseley Six-Ninety, an Austin Metropolitan, and the inevitable Rover 90. In another open-fronted barn, a TR2 and a 1971 Herald Vitesse, its soft-top torn and crumbling away, amongst others. Most have been there for a great many years, but the registration records of some show they changed hands as recently as 2018, so the owner/collector is evidently still acquiring cars. There's an Austin Atlantic, and a 2CV from 1978. Towards the end of their secretive tour, a Mayflower, and a huge Austin Princess.



It is not a very edifying video, but does give some brief insight into a collection of cars including one of ours which might, one day, be rescued and returned to life - if they don't rot beyond repair first. For cars not kept under dry cover, the British climate is an unkind environment.

If this kind of thing appeals to you, you can locate many more examples of such nosing-around by searching for 'The Bearded Explorer' and 'Explomo' and others. I wouldn't recommend it; you feel slightly soiled and grubby after watching. It is barn-find voyeurism.

However, just a few days later, by an amazing coincidence, I was looking through a box of old Globe material recently passed on to me by Tom Robinson, Globe editor from 1975 - 2012, and I recognised the same Razoredge in the lower picture.

JAGUARS/MAGAZINE, FEBRUARY, 1985

A Man of Many Jaguars

I am sure that many of you hear of mythical old Jaguars lying in barns for cars just waiting for someone to come along and snap them up. Invariably the stories get bigger and the cars rarer leading to gross exaggerations about something someone saw perhaps 15 years ago!

I recently was subjected to a similar story and initially disbelieved the ramblings until someone agreed to search out the hidden acres he had apparently seen some time earlier.

The story concerned the inevitable old barn filled by an eccentric with cars he had had over a period of many years. The barn and the owner apparently still existed and the cars (several Mark VII and VIII models) were also reputedly still around. A couple of weeks after being informed of the story I was asked to meet our intrepid spy-teller at a certain off-beat location in North Nottinghamshire and although still somewhat sceptical I loaded camera into car and made off for the said venue. After leaving we proceeded along country lanes which appeared to be old farm buildings off the beaten track. At first sight no-one was to be found although after wandering into a shed we came across a young lad who worked for the owner. Upon the mention of the words 'old barn' and 'Jaguars' he commented, "yes, I think they are still there but you will have a bit of a job getting them". We followed him closely sweeping back the nettles and under-growth to a garage barn adjoining a nearby field. On entering the barn we were amazed to cast our eyes on no less than seven Mark VII's



This photograph shows the entrance to the barn. The last car was driven in in 1963.

Other Jaguar Models ranged from the very early Mark VII through to a Mark IX and included Mark VIII and Mark VIII manual models. The owner had apparently been collecting the cars over a number of years and judging by the tax disc in the windscreen of the last car in the barn, it had arrived in 1963! A couple of cars had engines missing but the others were totally

I can honestly say that I have never before been in the position where I had to climb over Mark VII bonnets to examine

(Continued)

... of the Jaguar 'find'. A Mark IX in the foreground.



13

Incredibly, this article is about a visit to the same barn, with permission this time, in 1985, and was reported in the *Jaguar Enthusiast* magazine of that year.

Nothing appears to be changed between the 1985 article and the 2021 YouTube video, except that in the outside areas a few more recent cars have been added.

The article assures us that the dilapidated collection has been gathering dust here - at an undisclosed location in North Nottinghamshire - since 1963. That is 12 years before the Club was founded.

This time-capsule has therefore been lying here undisturbed apart from the likes of us peering in on their slumber, for nearly sixty years; and there they rest to this day.

Makes you wonder how many more there are lurking, waiting to be found.

LUGGAGE STRAPS: ORIGINAL EQUIPMENT



On the Facebook “Triumph Renown Restoration Group” there was recently an enquiry about luggage straps found in the boot of a recently-bought Razoredge.

Our Committee was able to confirm that these were supplied as original equipment with the cars, and several members still have them.

For those who don’t know, the boot-lid on the Razoredge is constructed so that it can be locked into the open position using the T-key which opens the boot interior lid for access to the spare tyre and tools. There is an additional square hole centrally, at the hinge side of the boot-lid, and inserting the key there and turning it will prevent the boot lid from raising. This makes a platform on which large luggage or a trunk can be carried.

Interestingly, the English term ‘boot’ and the American ‘trunk’ both derive from this carrying-place, back in the days of horse-drawn carriages. (Presumably the bonnet and the hood, both types of headwear, have a similar though less obvious provenance.)

Be that as it may, the locked-down boot lid then has other provisions to facilitate carrying large cases here. There are two chrome fold-up struts, intended to prevent the luggage chafing against the rear flanks of the car.

And there are oval slots, into which the ends of the luggage straps will clip.

Interest has been expressed by other members about these straps, and we are enquiring from possible suppliers about having some replicas re-manufactured. Holdens sell leather straps, used by Rolls and Bentley, (see <https://www.holden.co.uk/search/luggage%20straps>) but these would not be authentic for our cars. Be assured that if we do find a suitable supplier, this will be prominently advertised in The Globe.

At the NEC Classic Car Show over the weekend of 12th November included this same Gregory King and EAN 905 (TDC 5313 DL) - as seen - “the three of us who built the Dream Builds on Wheels Goddess are at the show with the fire engine, and we have each brought one of our own motors for the stand.”

Note - Chris Moore, son of Razoredge designer Les Moore, is now a follower of the day-to-day Razoredge news page on Facebook, the *Triumph Renown Restoration Group*. This is not run by TROC, but many of our members have subscribed, and it’s good to have a free forum where ideas and stories can be exchanged.



Picture courtesy of Gregory King

KLEMENTZ FAMILY WEDDING

“Dear Roger,

“First, the attached photo of the "preparing for the wedding" is welcome to be used in the "Globe" or for the calendar, if it comes into consideration. At least I found one showing a not so often photographed situation.

“I would like to take this opportunity to thank the spare parts department in the person of Bob Hobbs for the excellent service. When one of my daughters finally found a gap in the corona restrictions to get married in the summer of 2021, I had to quickly prepare our "Razoredge" for the wedding event.



“Fortunately, the future husband is a trained car mechanic and mechanical engineer.

“Less fortunately, we discovered that after many years there were problems with the front suspension and the steering of the car. With the help of Bob Hobbs and his excellent knowledge of possible weak points, the solution and the required replacement parts were soon identified. The parts were delivered quickly, but I had to pick them up from customs as a result of political events that I don't want to comment on here.

“With the help of the future son-in-law and technical advice from Bob, the repair was soon done. Now the car just had to be spruced up, as can be seen in the photo above.

“The whole family and friends had a wonderful wedding day, on which our "Razoredge" attracted a lot of attention next to the bride and groom. Almost nine years after my father's death, the car reminded us, that on this beautiful day he would certainly have liked to have the steering wheel in his hands himself.

“Thanks again to the club with all the helping hands that have made it possible for our beautiful car to still serve its purpose today when the occasion arises.

“Kind regards, Gerald Klementz.”

TROC wishes the newlywed couple every happiness in their future together.

NEWS OF OUR CARS / OUT AND ABOUT

“Hi Roger, just sending a couple of photos for consideration for the calendar. Both photos were taken on a trip to a winery only 40 km away to celebrate my wife’s birthday.

“The first photo was taken not long after I had assured Julie that there was only a 15% chance of rain today and everything would be fine; minutes later we were driving through a deluge with a waterfall falling down behind the dash and soaking my shoes. The second is at the winery itself.



“Congratulations on another fine effort with the Globe, always a good read.

Regards, Andrew Piggott “

Andrew will no doubt be pleased to find that his picture with the menacing Australian clouds has made the back cover of this year’s calendar, so perhaps having soaked his shoes was worth it. We send belated birthday wishes to Julie.

UP-AND-UNDER

“Dear Roger, please be in receipt of photo of me and Renown, removing a rusted bumper bracket., prior to making a new one.

Best Regards, Keith Gulliford.”

We trust that the car-lift is VERY secure - and that no mugs of tea were harmed in the taking of this picture.



Below, our member Jacques Faerber at the British Car Meeting in Morges, on Lake Geneva, in early October this year.



He only took this one picture, because he was worried about the noises the car was making - which turned out to be the crankshaft. An expensive noise!

We hope everything is back in order now, Jacques - and really, it's fortunate the car behaved better for the wedding (see the 2022 Calendar for June!)

SPOILT FOR CHOICE



Graham Potter in west Wales has this pair of fine TDCs, both in running and roadworthy order. When we commented that it must be a struggle, deciding which one to take out, he elucidated.

“Hi Roger. Yes it's nice, the black ex-Limousine with the new carb runs a treat, starts with two pumps on the gas and choke, and no stalling when running. The cream and green starts the same with 2 pumps but when it's running the carb tends to leak and flood no matter what I do.

“There is a difference in performance between the two cars and the conversion was worth doing.

“I can't keep my son Martin out of the Green one as I have fitted an overdrive box and he's been doing the 20 miles up to Aberystwyth to take his girlfriend to work and collect her. When his van was in a local garage for some work he used it to do the 200 mile drive up to Reading and back where he is based, each weekend. We are having starter problems that he is trying to sort out.

“He has used my Phase 2 Vanguard for the same runs but we are having charging problems and apart from that both cars are going well; but they do need using with only a sticky overdrive solenoid on both cars to report.

“One last thing: the Super Unleaded is giving them a boost, the big rad in the Renown is keeping its cool. Thanks, Graham Potter, Mid-West Wales.”

IMPORTANT NOTE: Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. Any accounts in the GLOBE are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.

AN APPEAL - AND A SAD STORY

We have received an appeal from Ian Griffiths, of Bexhill on Sea, East Sussex. Would our members who live within driving distance of Bexhill please pay attention? We need one or more of you to respond!

Ian writes: "At 79, my interest in classic cars is reduced to photography. One model yet to be photographed adequately is the lovely Triumph Renown. We retired in 1994 and live in Bexhill on Sea, East Sussex and attend both local annual car shows, but no Renowns! Do you have a member with a Renown in my area?"

I suggested to Ian that since we do have three or four members locally, we might be able to help him, and I would place this appeal in the December edition. In reply he gave us more information, and it's a story to make your heart weep.

"Well, now here is a tale. I used to have a much-loved TR3A, but in 1967-70, I sold it in Bedford, and then moved around the UK (as did the car). We retired to Bexhill. I then discovered it had been found in Yorkshire, and was to be restored near us at Hove, West Sussex, 3 years ago. The new owner then sold it to someone in Bexhill in 2021! It took me three months to find out who, and when I did – he had scrapped it just three weeks before – only 3 miles from where we live. Our beloved TR3A had come to die near us..... oh god!"

"The positive thing was my wife Pat and I were invited over to see the bits remaining of our TR3A at this nearby 'Restoration Shop'. The rotted chassis, the engine, flywheel and hood. It was very emotional - the owner gave us a piston (presumably not an original!). This I restored, and it is displayed with photos in our lounge. Only the front body panel exists and the owner plans to restore it with lights and use it as an emblem for his workshop, mounted over the main door. Nice, but it's a bit like having a bison's head mounted on your wall!"

So: would any of our south-coast members who would be prepared to help Ian and Pat out, please get in touch with me, and I'll put you in touch with Ian so you can arrange a suitable meeting-place, perhaps in spring or summer of 2022 when the weather is more conducive to a good picture? Or, Ian suggests, there are two local car shows - the Hooe Classic Car Show in early August, and one at Polegrove at the end of August. He suggests that if two or three Razoredges should agree to turn up, it would "blow the crowd away".



It would be really good to have a south-coast meet-up at such a show. If we can agree on one of those dates, I'll even rumble down in my old heap and join you. Are we on?

If you might be interested, contact the Editor - details inside the front cover.

AND STILL THEY COME: FOUR NEWLY-DISCOVERED RAZOREDGEDES

A frequently-asked question we receive is: so how many surviving Razoredges are there, then?



Do we count this one? Found by John Simmonds.

It's surprisingly difficult to say. You'd have to say how you are going to decide what counts as 'surviving'. A long-term one stored away in a dry barn, like the one on page 96, is a potential for restoration. With enough determination (and money) - almost anything could be restored. But then we come to the hedge finds, mere shells, remnants half-buried in mud and brambles; and failed restorations - boxes of bits, perhaps incomplete, deeply rusted and pitted. Realistically, they are no longer viable. No-one in their right mind would ever take them on, because if you're looking for a project to restore, there are several much better prospects on the market at any given time. Do we count them?

There were 15,109 of our cars made. 3,999 TDs in 1946-48; 2,000 TDAs in 1949, 6,501 TDBs in 1950-51 (the peak popularity and production period); and 2,609 TDCs in 1952-54, including amongst them the 191 Limousine variants, of which the first few overlapped with TDB production. Add, if you like, one or two prototypes, the 'X' cars. It's a surprisingly small number, if you compare it with the Standards which were coming off the same production line at the same time, or the Mayflowers, or the half-million little grey Ferguson tractors from just across Coventry at the Banner Lane works.

Between our 186 current members, we have 172 identified cars, but there are probably at least another dozen or so donor cars not mentioned to us on the membership forms. Of those 172, about half are roadworthy or near-roadworthy, and in occasional or frequent use. It's not many! We also know, from the Facebook Group and other correspondence, of about 50 - 70 other cars in reasonable or excellent condition, mostly in America or elsewhere around the world, belonging to people who have not become members or are no longer members. This month's four new additions, therefore, are significant.



How many others are there, maintained by enthusiasts or museums, and never reported to us? It's impossible to say. Therefore, it's always a pleasure to learn of other surviving cars around the world, and surprising numbers keep turning up.

This fine specimen is TDB 5039 DL, in Indonesia, earning a living as a wedding car. It is stated to be the only Renown in Indonesia - but who knows? It is a huge country.

We heard of this one, as with the other three cars following, through the Facebook Group; but now we're in touch, we hope to hear more.



Our next discovery (left) is from Australia.

Greg Gudgeon has taken delivery of this great-looking maroon example, handed down through his family since it was a direct export in 1951. This is another car of which the Club has no previous record, which is not surprising if it has been inactive since 1971.

From the same country we also have TDB 5666 DL, which we saw on sale in October, but which we now learn has been purchased by Ian and Ruth Baird. They are commencing a full restoration.



Finally, from Maribor in Slovenia, we have Gorazd Sifer's 1951 TDB, which was given registration YHX 420 when restored in 1983, and appears to have been exported in 1995. Of all four cars, this appears even more immaculate in presentation.



So - how many of our cars do YOU think there are?

THAT FEBRUARY PHOTO IN THE CALENDAR

If you have looked through the calendar already, you'll have noticed that the February image is unusual.



This is partly because we felt a need to reflect ALL aspects of Razoredge ownership as a hobby - we are still looking for a really good image of a hibernating long-storage car to include - but also because there will be news coming in February concerning the Club's ability to provide spares for members.

Quite apart from the technical need for this image, however, it's a great photo - notice the contrast between the hard focus of the critical retaining ring, and the fuzzy windings below; and the colour-play of steel, copper, and the neat yellow and blue storage racks behind. A well-organised workshop is a beauty to behold.

The February calendar picture - the mangled end of the starter armature
Photo: Ian Dimmack

Right: a selection of the parts sent by Bob Hobbs to our Australian member, for the maintenance of his starter motor.

If the Club did not stock and supply spares, this particular set of requirements could have been obtained from commercial suppliers. Some others - cannot.

Some other needs can often be met from Ebay or elsewhere on the internet, if you are patient, though you would have to be quite knowledgeable in order to ensure you get the correct parts for your car, and not something similar-but-doesn't-quite-fit. I once had to have a complete engine rebuild done for a second time, after one of the early thin valve stems was fitted with the



Photo: Bob Hobbs

wrong guide sleeves. It took two months for the exhaust gases to de-temper the valve springs enough for the engine to start missing on that cylinder, and a week of very heated dispute with the garage to convince them it was their fault. As we move further into an era where most mechanics can't tell you what's wrong with a car if they can't plug their computer into the engine management diagnostics port, technical expertise becomes essential and having a shared resource of specialised spares is a huge advantage. Without those key factors, how many of our cars would survive for long?

Do read the February Globe carefully, when it arrives.

ANOTHER 'SPECIAL'

Following up on the 'specials' seen in recent editions of the Globe, the Club has been contacted through John Bath by Gerald Wratschko, in Austria. He has this very handsome beast:



I am told it has a Gloria chassis, TR2 engine and some Renown/Vanguard parts, so its association with our Razoredge is really pretty minimal.

However, Bob Hobbs was able to answer some of Gerald's questions about engine parts, and it seemed a pity to allow this contact to slip by without sharing it.

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.)

~ 2022 ~

When?	We would like to arrange more meetings -
Where?	now that we can meet again outdoors in reasonable safety -
Who?	all around the country, at good existing events where our members
Why not?	might come together if they wish.
How?	Simply email editor@TROCltd.com with your suggestion.

Saturday 1st January 2022 Brooklands **New Year's Classics Parade**, 9am to 4pm, vehicle displays and a 'people's choice' concours competition. Not clear, but it seems this event continues on the Sunday.

Grand Tour of the Scottish Coast 2022 The Facebook Group *Enthusiasts of British Motor Vehicles Built Before 1985* is organising this nine-day Scottish tour following the Scotland 500 run. If you are interested, you'll need to join the Facebook Group, and then express interest.



AS A REWARD FOR READING

ALL THIS WAY:

A CHRISTMAS POEM

Needles
 I
 wrote
 a poem
 in the shape
 of a Christmas
 tree but then forgot
 to water it and only a few
 days
 later
 there
 were all over
 the carpet
 words

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.

FOR SALE IN AMERICA: Dear TROC, sadly I had to let my prized 1949 TDA go. I had no place to keep it and I hated to see it turn into a flower pot. It went cheap.

I did have a few pieces left however, and one in particular is a rare Stevenson's jacking Systems winder tire jack distinctive with an H beam lifting arm. Works smooth, all parts present, in the original paint as I found it. Located near NYC I will sell for a correct offer. Also 5 original lug nuts.

Also +50 issues of the Razor's Edge "Vintage Triumph" Magazine. Prices vary based upon issue and content. For more information please respond to: Davisdavis339atGmail.com. Thank you.

David Travis Colts Neck, NJ.

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?**



WANTED - a pair of front door cards for a TDB. The fabric can be poor as long as the backing is sound. [07748977342](tel:07748977342).

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 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.



LIMOUSINE 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.

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:

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?**

OBITUARY

We are saddened to have received this message from Andrew Wade, in North Yorkshire.

“I would like to inform you of the sad passing of my father **Brian Wade** last week after a short illness. He had been a member of TROC for a number of years after buying his Renown as a retirement present to himself, as he had hankered after one for many years.

“It is our intention to keep the car in the family so that my mother is able to continue days out in it. To that end we would like to continue the membership but in my brother’s name, Gareth Wade. If you can let us know what information you will need to transfer over that membership then we can send that information back to you. In the meantime my brothers and I will have to learn the peculiarities of driving it which should prove entertaining!

“Thank you for your kind words. Dad’s passing is a great loss to us all but we all have fond memories of him.”

Brian leaves his wife Phyllis (Phyll) and their three sons; Richard, Andrew and Gareth, all of whom share Brian’s love of cars, motorbikes and all things mechanical. Brian was a retired mechanical engineer, having worked all around the world. He and Phyllis enjoyed travelling, and Brian always had numerous projects on the go. He was a frequent contributor to the Globe, always keeping an eye out for relevant news items, and he contributed photographs to both the 2021 and 2022 calendars.



Brian Wade, of Leyburn, Yorkshire

