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# THE GLOBE

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“Doesn’t look like a boy racer to me, Sarge...”

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

*Note that our spares officer and all members of the committee are volunteers working on Club tasks in their spare time. Spares orders will be processed and posted on Tuesdays.* 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.

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.*

*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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**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.

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## EDITORIAL

As is usually the case, the February issue of the Globe has a high proportion of boring but **important** pages - the reports of the doings of the Club officers during the year, the agenda and the financial accounts, in preparation for the AGM in March. ***Do please look carefully at these, and in particular at Bob Hobbs' article on the forthcoming **TERMINATION OF THE SPARES SERVICE** which will happen in 2024 (p122).*** This is a probability, but it looks increasingly like inevitable reality, for search as we may, we have not yet found any way to avoid it. Details are within this edition.

That said - the Club spares service, closed since December, is now **open on a limited basis, Tuesdays only**. Bob Hobbs is sufficiently recovered to be able to receive requests, and can deal with lighter-weight items that don't need anything heavy moving in the shed. The spares operation will now continue on Tuesdays only, so that Bob and Jill can reclaim more of a normal life.

**Our AGM** will take place on Zoom again this year, which makes attendance possible for members from the more remote corners of the UK. (Let's face it, no-one would drive from Cornwall or Aberdeen to Gaydon, just for a club annual committee meeting. If it's just a matter of clicking an on-screen link, on a computer or smartphone, anyone can take part; and last year over thirty members did so. We are expecting even more this year.) It also makes attendance possible for members world-wide, though in that case we have to take time-zones into account. **The meeting starts at 10:00am UK time, Sunday 20<sup>th</sup> of March.** That will be 11am for most of continental Europe, 12 noon for our member in Israel, 8pm for those in Australia and 11pm for New Zealand members. Those for whom it's most difficult, unfortunately, are our six members in the USA, but since they are spread across four time-zones (from 5am in Florida and New York, to 2am in California) it is impossible to time any meeting here which would be at a 'sensible' time for them. (A 4pm start for the UK, 5pm for Europe, would be 8am to 11am in the USA; but then our Australian and New Zealand members - the largest contingent outside Europe - would be pushed into the small hours of Monday morning.)

Elsewhere in this issue we have one of our occasional series 'My other car is a...' looking at some early Fords; and we have a **review of the significant changes to the Highway Code** (p129), which all motorists should know about but which does not seem to have been very widely publicised. There are also more Razoredge discoveries, and news of cars changing hands - the market is active!

**We are also keen to plan some activities** in further-flung reaches of the UK, and even world-wide, if there are clusters of members who would like to make contact with other Razoredge owners in their locality. Do please contact Tom Robinson if this idea appeals to you.

***Best wishes to all, and stay safe!***

*Editor*

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**We welcome new members:**

1283 Andrew Rackham, of Worcestershire, who has taken on PUA 968, TDC 689 DL

1284 Tony Allen, of Queensland, Australia, who has TDB 1352 DL, shown in December's *Globe*.

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**Our cover pictures for this issue:**

Front – Our member David Stansfield in his other car - see page 126.

Rear – An advertisement from the *Standard Review* of December 1947 showing TD 194 DL, FWK 684, in a village setting. The winter of 1947 was the hardest in living memory. The car is TD 194 DL, first registered in Coventry in October 1946, which was the first month of production. We can assume it was still owned by Standard Triumph at the time of this publicity photograph. It was last licensed in 1959 in Bolton, and is therefore almost certainly now scrapped.

*The AGM will take place on Sunday 20<sup>th</sup> March starting at 10am using Zoom. To request an invitation, please email [MembershipAdmin@TROCltd.com](mailto:MembershipAdmin@TROCltd.com), from the email address you'll be using for the meeting, and you will be sent a link, nearer the date.*

*The full Agenda, Officer Reports and club accounts are printed here - please read through, to save unnecessary repetition in the meeting.*

**Triumph Razoredge Owners' Club  
Annual General Meeting, Sunday 20<sup>th</sup> March at 10:00**

**Agenda**

Opening remarks	Bob Hobbs acting as chair of the AGM
Secretary and Treasurer's Report	Bob Parsons (to be confirmed)
Membership & Editor's Report	Roger Stone
Historian's Report	John Bath
Spares & Technical Advice Report	Bob Hobbs
Website development	Bob Hobbs (Introduction) Roger Stone (Concepts and demonstration)
Future Club Activities	Bob Hobbs (Introduction) then general discussion.
Cessation of Spares Service	Bob Hobbs & Committee Members
Any Other Business	Open discussion (through the Chair please)

Following the Success of the 2021 AGM that was held using Zoom, the Committee determined that the 2022 AGM would also be held using Zoom. Last year it was apparent that more members took part than is usual and was especially beneficial for overseas members albeit that some had very early starts or late finishes to their days!

As normal, the April Globe will carry the report of the meeting and all members are encouraged either to participate in the meeting or to read the minutes when published in order to be aware of important information about how the Club will be able to support its members into the future years.

**AGM Introduction and Review of the Club: Chairman's opening remarks**

As with most organisations the restrictions on social activities have had an impact on the use of our cars for those wishing to attend shows and similar events. Fortunately our rally at the Avoncroft Museum was able to take place. As reported in the Globe, it was quite a pleasant venue with easy access from most directions. We may return there at some time in the future.

Roger Stone has produced a good series of newsletters and developed a very good style of calendar that has proved popular with members. We depend on our members to submit interesting pictures of their cars being used in order to have a stock of photographs to select from for these calendars so please continue to send suitable images to Roger for this.

Our Treasurer, Bob Parsons, was taken ill not long before Christmas. We were all very relieved when he made a good recovery and we wish him well for the future.

This event does serve to remind us that none of the committee is getting any younger and that we really do need some fresh younger blood to see us into the future. Any club such as ours depends on volunteers giving up some of their free time to support the organisation. We shall be coming back to this subject later in the AGM as a lack of support in the running of such clubs can ultimately have potentially serious consequences.

### **Secretary and Treasurer's Report**

**Bob Parsons**

Our Companies House registration documents have been completed as normal; the Club's liability insurance has been maintained. The Club accounts for 2021 are appended at the end of the Officer Reports. Both the General Account and the Spares Account are in very good financial health.

### **Membership & Editor's Reports**

**Roger Stone**

We have had two rather strange years for membership. In 2020 we allowed those who might be experiencing difficulties during the lockdowns to ignore the request for annual subs, and we extended that to 2021 since covid was still with us, though we did ask that members should confirm they still wished to be in the Club. Nearly all members did still pay their normal subscriptions, but it meant that in 2020 we might have had artificially high membership, since we were not 'chasing up' to discover any members who actually wished to leave (usually after selling their car). Membership appeared to be 195; in 2019 it had been 179.

By now, however, we have re-established many contacts, and we can have confidence that the current membership list is firm and accurate. We now have a total of 186 members, of whom 148 are in the UK and 38 overseas. We continue to attract new members at a steady rate of about one or two a month, as reported in the newsletters.

**The Newsletter** has been produced in our planned six editions, and has been well supported by members sending in items of interest, pictures of their cars out and about, and sightings and discoveries of unknown Razoredges. Printing and postage costs have been stable, and **Print Junction** of Ashford continue to provide an excellent service. Notable stories during the year included some interesting conversions on a Razoredge base, and a 'horror story' account of cars turning into bangers or other alarming shapes; two New Zealand cars being exported, one to the UK and one to America; plus our usual accounts of restorations, technical problems and solutions, weddings, and the histories of individual cars. One unusual feature of the year has been the remarkable number of 'new' surviving Razoredges continuing to be discovered, and this flow seems to continue unabated. I should give thanks here to Barry Drawbridge, who operates the **Facebook Group "Triumph Renown Restoration"** which has given rise to many of the contacts and sightings, as well as providing a forum for those who like to visit and contribute through social media.

Our second month-to-a-page **calendar** was produced and distributed to all members free of charge in December, and has been well received. Unless the AGM decides against it, we shall continue this on a regular basis.

### **Spares Secretary Report**

**Bob Hobbs**

Sales have been sporadic through the past year. There has been a relatively even mix of parts required for maintenance and those of a more restoration flavour. A number of orders have come from our members in Europe and Northern Ireland. These take considerably more time to sort out as one now has to attach customs forms on each parcel, detailing the contents. That does not sound much but, the weight of each

part, its country of origin and its value have to be detailed. Then, just for added amusement, there is a commodity number for each part that has to be listed. For those not familiar with such things this is an internationally agreed coding system for ANY goods shipped between nations not covered by free trading agreements such as we used to have when members of the EU. For those with an hour or two so while away, try the government website for identifying the correct number for some random car part. I have “wasted” serious amounts of time doing this!

On a more positive note, I now have choke cables back in stock though as yet I need to make some new knobs for them as the originals have a different means of attachment. I am also sourcing valves for the engine - both for the 1800cc and the 2088cc. When they are available a notice will be put in the Globe. I am still trying to get responses from rubber moulding companies for the remanufacture of the door sealing rubber sections.

### Technical Advice Secretary Report

Quite a number of members have sought advice during the year. Most common is difficult starting issues and queries about the merits of fitting some form of electronic ignition. My responses to these particular topics have been covered in technical articles in the Globe.

### Historian’s Report

John Bath

#### DVLA “Lost Registration Scheme”

Only one application is pending at present, that of Brendan Little (1954 TDC) who has got all the relevant original documentation which will greatly assist the possibility of restoring the correct registration number to his car. Brendan has accepted that until the car is complete and ready for the road, we cannot proceed any further. This is the case with all such applications.

As with SORN, we are now spared the task of renewing our arrangement with DVLA annually which is a (no-cost to the Club) facility that not every Club can offer to Members. Incidentally, we must provide a similar service to non-members, at a higher fee, under our agreement with DVLA.

#### Publicity (PR)

I have written to the classic car magazines with a Press Release for the TROC 2022 Rally, but I have left out any reference to possible attendance by The Mayflower Club, as when the date and venue was set last year, they had made no decision at the time of writing to join us or not – and this is still the case at the time of writing. From the 2021 Rally at Avoncroft, reports and photographs appeared in both *Classic & Sportscar* and *Practical Classics*.

#### Research

An unexpected breakthrough some 2 years ago led me to contact Alan Booth, an apprentice to Standard-Triumph when the TRX and Renown were both current. He was even pictured in a contemporary S-T internal Newsletter. He is the *last remaining connection* we have with anyone from Standard Triumph at the time when our cars were still being made.

Once he was located with the help of *Model Collector* magazine, his story appeared in *Triumph World* magazine in one of the last issues before that journal sadly closed down in 2020, another ‘Covid victim’.

He celebrates his 90<sup>th</sup> birthday this month (January) and it was planned that we shall write a tribute to Alan, subject to his co-operation, in a future *Globe* to mark this memorable landmark. Alan is now based in the University City of Ann Arbor, Michigan, near Detroit. USA.

**The move to Zoom for Committee Meetings and the AGM****Mike Sampson**

If we are to look for something positive to come out of the pandemic for TROC it has to be our transition to using Zoom as a means of continuing to meet as a committee. We had our last physical committee meeting in February 2020 just before the first 'lockdown,' never imagining at the time that this would be our last opportunity to meet up for the foreseeable future. With matters arising we needed to find a way to continue and Zoom appeared to be the best way forward.

As a result we now meet at least once a month, whereas prior to using Zoom committee meetings happened twice a year! Consequently we are getting more done and reacting more quickly to situations. It has proved to be much quicker for us to share information using the 'shared screen' facility on Zoom and decide a way forward on issues.

We trialled our first Zoom AGM last March and it must be considered a success purely by the number of attendees, not just from the UK but as far away as Australia and the USA. It would never have been possible for so many members, 24 in all, to attend an AGM in the way we used to hold the meeting before Covid 19, where the numbers of members attending was usually in low single figures.

Zoom has certainly proved to be a success moving us forward into the digital age and what's more has saved us time and money. Meetings can be quickly organised and joined without leaving home and the Zoom subscription is less than the cost of a single physical meeting.

**The TROC RALLY scene****Tom Robinson**

The August *Globe* carried a comprehensive report on our Rally at Avoncroft Museum. We just managed to comply with the then current Covid gathering restrictions of 30 people. The location was excellent and the whole event was conducted in a pleasant and relaxed atmosphere. For those of you who were not there, then you missed a most enjoyable few hours of chat on matter Razor-edge and general socialising.

For this year, on **Sunday July 10<sup>th</sup>** we are to visit The Great Central Railway at their Quorn & Woodhouse station where there will be ample parking in our designated area. The Post code is LE12 8AG. Quorn is located between Loughborough and Leicester. The adjacent station has all the usual amenities including a tearoom. This heritage line has won an award for the Best East Midlands Visitor Experience and is, I believe, the only heritage railway where steam trains can be seen passing each other on a main line. It is possible to make a train journey on the day from this station, north to Loughborough or south to Leicester. More details will be published in a subsequent *Globe*, but for the time being, please make a note on your TROC calendar to come along and join in the experience. It is not every day you can meet fellow RE owners and exchange experiences of owning and operating our cars. The Annual Rally enables you to do this in a relaxed and friendly way.

Of course, for some members, the thought of making a long journey in their cherished car could cause many sleepless nights leading up to the trip and maybe one is only too thankful when the car reaches home again. With that in mind, maybe as an alternative, **local gatherings** could be considered and organised. There are many venues suitable for such a low-key event, such as National Trust properties, local museums, country parks etc, where several cars from the neighbourhood could come together for a few hours. During the summer months, transport rallies abound; there must be one in your area if you make enquiries. From my own experience, the foregoing suggested venue promoters are willing to allow such gatherings in a corner of their car park facilities.

Organising such an event can be most rewarding and the Club can make a suitable advance announcement if you contact our editor. If you want some encouragement to get started, or are looking for suitable venues, then please get in touch with me by email [details inside front cover] and I will see what can be done.

**T.R.O.C. LTD GENERAL ACCOUNT 2020 and 2021**

	2020		2021		INCOME		2020	2021
<b>EXPENDITURE</b>								
Globe incl printing & dispatch	£	3,295.97	£	3,720.22			£	5,675.39
Stationery + postage	£	234.95	£	254.46			£	4,571.89
Zoom Meeting + Rally costs	£	152.00	£	580.44				4,860.87
Gift / Donation / Bequest	£	-	£	159.47				
Payment to Spares No 2 A/c	£	253.64						
Web design + maintenance	£	195.00	£	195.00			£	72.28
Repayment of Subscription	£	-	£	57.00				20.00
FBHVC Membership + DVLA Investigations	£	100.00	£	84.59				
Data Protection Fee	£	40.00	£	40.00				12.00
<b>Sub total</b>	£	4,271.56	£	5,091.18			£	-
<b>Money at Bank 31.12.20+21</b>	£	6,048.00	£	5,869.69			£	-
	£	10,319.56	£	10,960.87			£	10,319.56
							£	10,960.87

Subscriptions (incl joining fee for new members)		
Nos of Ordinary Members	149	140
Nos of O/S Members	38	37
Nos of Assoc Members	2	2
Nos of Honorary Members	5	6
<b>TOTAL</b>	<b>195</b>	<b>185</b>

**T.R.O.C. LTD SPARES ACCOUNT 2020 and 2021**

<b>EXPENDITURE</b>	<b>2020</b>	<b>2021</b>	<b>INCOME</b>	<b>2020</b>	<b>2021</b>
Spares Purchased	£ 1,353.83	£ 4,986.42	Money at Bank 1.1.2020 & 21.	£ 28,534.82	£ 31,681.38
Postage	£ 1,011.46	£ 458.78	Spares Sales excl p+p	£ 5,234.95	£ 4,257.20
Transport costs	£ 201.08	£ -	From Gen A/c for spares sold	£ 72.28	nil
Manuels, Stationery & stamps	£ -	£ -	members postage for spares sold	£ 1,011.46	£ 458.78
Rally tent, banner & sound system	£ -	£ -	Members credits on goods	nil	nil
Spares storage works	£ -	£ 560.88	transfer from No1 A/c	£ 200.00	nil
Refund on deposits	£ -	£ -	Donation	nil	nil
Companies Hse Registration	£ 26.00	£ 26.00			
Liability Insurance	£ 554.40	£ 578.14			
Directors Liability Insurance	£ 225.36	£ 314.47			
Leaving gift, IT advice	£ -	£ 100.00			
Transfer to Gen A/c subs	£ -	£ 20.00			
<b>SUB TOTAL</b>	<b>£ 3,372.13</b>	<b>£ 7,044.69</b>			
<b>Money at Bank 31.. 12.2020&amp;21</b>	<b>£ 31,681.38</b>	<b>£ 29,352.67</b>			
<b>TOTAL</b>	<b>£ 35,053.51</b>	<b>£ 36,397.36</b>			
			<b>STOCK AT COST</b>		
			31.12.20	£ 65,195.00	£ 65,924.00
			1.1.20	£ 69,148.00	£ 65,195.00
			1.1.21		
			<b>TOTAL</b>	<b>£ 35,053.51</b>	<b>£ 36,397.36</b>

## CESSATION OF THE CLUB SPARES SERVICE: OFFICIAL STATEMENT

Time travel is something that is not usually possible. However, it can be revealed what the spares storage shed at Bob Hobbs' house will look like on 18th August 2024:



Notice the completely empty shelves!

Let us now return to the present time . . .



One should note that there is actually considerably more stock than apparent in this picture, as all the brakes, steering and suspension spares, plus engines and gearbox, have since all joined the party. It is in boxes taking up most of the visible floorspace plus some further shelving.

Several years ago the Club had three members of the committee who acted as spares secretaries. Chris Hewitt was brakes, steering and suspension administrator; Irving Dalton the "everything else" administrator and Bob Hobbs managed all things electrical.

In 2014 Irving, having tried to do so over a period of around three years, retired from the task of looking after the 'everything else' spares. These were passed to Bob, who was in the fortunate position of having a large shed that, with some work, was able to house both the electrical and the 'everything else' spares.

Several years ago, Chris had announced that he wished to off-load some of his spares work and requested that Bob took over the brakes spares. Bob declined on the grounds of space and time constraints. However in the autumn of 2019, at fairly short notice, all the spares held by Chris were transferred to Bob's shed, as has been reported in these pages previously.

All the above is history, and for most of the Club's membership possibly does not really affect them very much other than perhaps sometimes the slow response by Bob in sending their desired parts.

Those who have read The Globe and/or took part in the 2021 Annual General Meeting will recall that the committee has been seeking members to come forward to take on some of the work involved in running the Club and especially in helping with the spares service. Apart from one member, there has been a

complete absence of response from the membership. This situation is prevalent in many clubs. A few are willing to give and many are willing to receive.

In August 2024, that is under three years away, the agreement that Bob and his wife made with the Club with regard to the work done to their shed to accommodate the spares will come to an end. The actual date happens to be the 76th birthday of Bob. This will have been 17 years of spares support to the Club by Bob and, whilst still relatively healthy, he and his wife do have other interests to follow in life beyond that of rushing to the Post Office with bits of motor cars.

Bob has given notice to the committee that with effect from that date he shall be stepping down from administering the Club's spares service and that the spares shall have to be relocated. Given that on average it has taken previous spares secretaries three or more years to duck out from the task the time has come for action.

From the date of the AGM in 2022 until he is no longer responsible for the spares, the committee has agreed that Bob will only respond to requests for spares on ONE DAY a week. This will be on Tuesdays (as circumstances currently dictate). Requests for technical advice can be made on any day except Sundays. This arrangement has been made to reduce the time that is currently devoted to the activity by Bob - on average at least 20 hours a week.

The Club's committee has been investigating a number of potential solutions to the holding, sales and restocking of the spares and thus far not found any solutions. Commercial organisations take one look at our turnover and determine that it is not financially viable for them. The space required is significant and has a cost associated. The prices of parts would have to be dramatically increased before it was economic. This leaves us with just one option. It does not require much imagination to realise that if nobody wants to help and no commercial organisation can be persuaded to take over there will be no spares service at all after 17th August 2024. This means disposal of all the Club's remaining stock. No spares at all will be held by the Club.

**This situation is not what we wish to happen but failing any other solution it will definitely happen.**

The most likely outcome, so far as the Committee can see at the moment, is that in the spring of 2024 all our spares stock will be described and offered for sale to members, on a collection basis. Anything not sold to members at that time would then be sold to any organisation willing to purchase it, hopefully identifying one which will offer the best chance of Razoredge owners being able to continue to buy from it. Any funds remaining in the spares account would be disposed of according to the terms of our constitution.

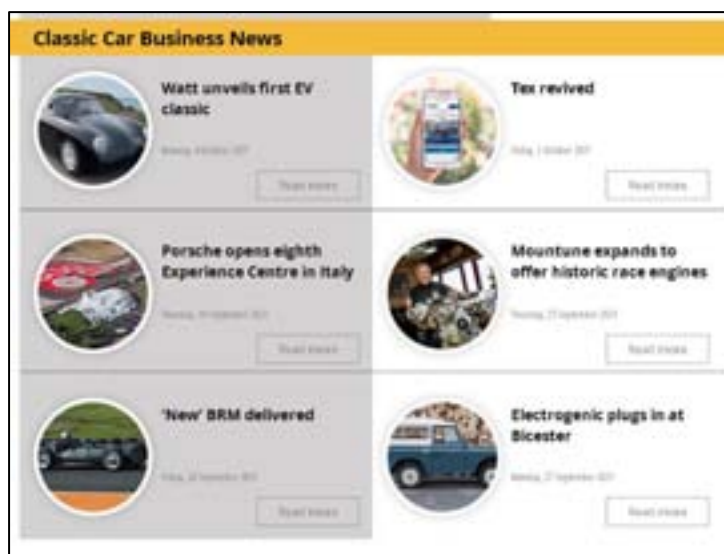
Please note that this scenario is not yet certain - our task during the next two years is to clarify each stage and to move through the process. It is recommended that all members endeavour to follow the AGM discussions, and reports which will appear in the Globe over the coming months.

**Your Committee is still seeking better solutions - but we have been doing that, with increasing urgency, for three years past, and nothing seems to do the trick.** One recent attempt is described overleaf.

## *Classic Car Business* MAGAZINE LAUNCHES THIS MONTH

This is a new publishing venture from Stag Publications, a well-established magazine and journal group which already has titles in the spheres of cycling, fleet management and tools supply and distribution. *Classic Car Business* is aimed at professionals working anywhere in the classic car movement - so, events organisers, parts suppliers, car restorers and the like.

It might seem that this is not a very large business sector, but in fact it's massive. As a quick insight: we regularly get sent 'special offer' return trips from Straight 8 Logistics from time to time, where Peter Bonham Christie has a fleet of huge covered transporters which move classic cars all around Europe. This is more in the Maserati and Bugatti end of the market than our humble Triumphs, but -



there are no less than **31** trucks in their fleet of transporters. This is only one of the firms competing for business of moving classics about for such events as the Goodwood Revival, Race Retro at Stoneleigh, Salon Retro Mobile in Italy, and so forth.

Then we have major tourist venues such as Bicester Heritage, Gaydon and Beaulieu, who welcome tens of

thousands of visitors a year. The interest in classic cars is far from trivial. Most major car manufacturers have their visitor centres; and lesser ones are just as good - if you have not toured the Morgan production site in Malvern, you really must when you get a chance. Even when we do come to the much smaller concerns - little clubs like ours, and every garden-shed tinkerer - there are hordes of us. Little museums like the Morgan collection in Rolvenden, Kent, which is almost invisible - you enter through a shop, go out the back door past their kitchen, and in the garden there are sheds and garages housing the most amazing collection of very early three-wheelers, models and motoring memorabilia. Tacla Taid, on Angelsey; the Lakeland Motor Museum; Brooklands; Coventry Motor Museum; right down to the Bubblecar Museum at Clover Farm, Boston, Lincolnshire. I'm sure we all have our favourites, but every one is special in its own way.

**Our point here** - in case you have been wondering where all this is leading - is that without the spares departments of clubs small and large, the entire hobby becomes much less viable. Our club has invested thousands, this year, in the computer scanning and production of wood frame pieces; no individual owner would go to these lengths. (We are nearly ready to make these available, in case you were wondering.)

Now, we know that many other clubs are also struggling to keep their spares services going. We asked the Federation of British Historical Vehicle Clubs to carry an item asking other such clubs to contact us, but we only received one enquiry, from a club wanting to know if we could store their banners for them.

So, hearing that *Classic Car Business* was about to launch, we contacted the editor Alasdair Suttie and explained our spares service problem to him. He was interested, and has agreed to run an article in their second edition, due out in March, exploring our problem. After all, many of his readership's businesses will suffer if clubs like ours are no longer able to perform this essential function.

We are also placing a small advertisement for TROC in their inaugural edition, wishing them well (and inviting people to pop along to our website.) Our hope is that the more people there are thinking about the problem, the greater the chance that a solution will come along.

It is possible that other organisations, or some wealthy imaginative entrepreneur, will see a way forward. Are you listening, Chris Evans? Jeremy Clarkson? I'm sure that IF ONLY we could once establish a large central location where clubs could centralise all our spares, properly organised and staffed, and people could pay to store their classics, and they would have a showroom of classics looking for buyers - plus an area where paying visitors could get really close to a selection of interesting cars, to sit in, take your kids to see... I'd go to visit, wouldn't you?



If Jeremy Clarkson can attract 3-hour queues in a remote rural location to buy cow juice from the Diddly-Squat farm shop, couldn't he make a go of a Spares for All Classics Barn?

**Maybe we are just dreamers. But if we don't find SOME sort of solution, TROC really will lose its spares service in August 2024.**

## MY OTHER CAR IS AN...

## EARLY FORD

If we are mentioning Fords, I had better “fess up” as the modern idiom has it. The December edition of the Globe showed on the cover a New Zealand Razoredge, TDB 4648 DL, belonging to Neil Farrer, following another car through the pleasant antipodean summer sunshine, and I wrongly identified it as a Ford Popular. Now I had one of these - in about 1968 - as my first car, so I should have been more observant.

Stuart Milne, from Aberdeen, offers us a more accurate identification.

“It is a 1959-61 Ford Prefect 107e which is the 4-door model with vertical bars on the grille. This had the 997cc ohv engine from the 'New' Ford Anglia 105e which was introduced in 1959. The Ford Popular still had the 1172cc sidevalve engine which had powered the Anglia and Prefect 100e models from their introduction in 1953. The Popular had a mesh grille as had its predecessor, the 2-door Anglia 100e. This was an upgrade from the 3-bar grille that the Anglia had on its introduction in 1953. I once owned both the 100e and 107e Prefects so know their differences well.”

That said, we can pass quickly on to much more interesting Fords. The introduction to this topic came from communicating with David Stansfield, when I needed a picture of a Limousine model, taken side-on, as part of the development of our new website. David has been a regular attendee at our rallies, and an active member of the Club for many years. He was unable to help me, because his car is currently having some paintwork re-done at the rear. He also grumbled about problems with the engine, which he has recently rebuilt, himself, but then whilst out on a longer run, saw the oil pressure drop, and then steam coming from the oil filler. “I shall do it again,” he said. “I’ve built engines before, and I’m careful, but this one has not gone well.” Now this, you might think, is not too remarkable a story; but we should bear in mind that David celebrated his eightieth birthday last year, though he doesn’t look it.

He explained that he’d always been practical and mechanically-minded, and he’d completely dismantled and rebuilt another of his cars: a Ford model T. “And I got done for speeding in that,” he added indignantly. “I think it's the only time a model T has ever been done for speeding in this country.”

This came about when he was out for a peaceful drive, was flashed by a speed camera, and discovered that he must have been doing 35mph. He had no way of knowing, because pre-1937 cars do not have to be fitted with speedometers; the driver is expected to judge a safe speed. David says he’s no Lewis Hamilton, and has the greatest respect for law and order. He wasn’t even convinced the car was still capable of 35 mph; they had a top speed of 42mph when new, but at 86 years of age you would expect much less. He was so aggrieved he went to court to argue the case, but that was a mistake, because instead of the £60 fixed penalty he could have paid, he ended up with a £138 fine plus costs.

The story of the Model T itself is no less surprising. In the car’s heyday, an estimated 80% of all the cars in the world were Model T Fords. It was the world’s biggest-selling car until eventually overtaken by the



David in 2009, aged 67 then, and the model T, aged 86.

VW Beetle in the 1970s. (You might be surprised to hear that the current record-holder is the Toyota Corolla, 50 million of which had been produced by the end of 2021. That includes a number of facelifts.)

The Model T began life in 1908, and was a unique ground-breaking concept in many ways. It was built on the first production line; it was an engineering miracle in a country which, at the time, had few pretensions to being a world leader at anything. There were still cowboys riding the range, and the West was still Wild. It may therefore be seen with justification as the inspiration for much of the technological achievement, in any field, which followed, sweeping the USA into world dominance in the second half of the century.

At this early date there were no accepted standardised controls for cars, and driving the Model T is radically different from anything we would expect today. It was described as “three-speed,” but one of those was the reverse gear. None of the three floor pedals do what you might expect, and the throttle is a lever under the steering wheel. The 2.9 litre engine produced 20 bhp, and the brake operated on the transmission, not the wheels. It would run on petrol, kerosene or ethanol.

The Model T’s ruggedness, good ground clearance, and the flexibility of the planetary gears, meant that they were often part-dismantled and adapted for other uses, especially as tractors. Harry Ferguson began his tractor-making career on Eros Model T tractor conversions, before eventually crossing the Atlantic to make Fergusons at Banner Lane, with Sir John Black’s Standard Triumph company providing the engines - the same basic engine which drives our Razoredges. It’s a small world.

The end of the Model T was almost as unusual, to today’s ears, as the start. Despite the phenomenal success of the production line, building at the peak between 9,000 and 10,000 cars *a day* in 1925, and enabling the selling price of the car to be slashed from \$825 in 1909 to \$260 in 1925, it couldn’t last forever. When Ford decided in 1927 that the falling sales caused by competition from other makers with new features and engineering - he and his son Edsel drove the fifteen millionth car out of the factory, and shut it down. The entire workforce was laid off, and they spent six months designing and tooling up for the next development. This was such a radical re-think that he returned to the beginning of the alphabet, and the new car was the new model A, the same name that he had originally begun with in 1903.

For our appreciation of this car we turn to founder TROC member number five, John Bates, in Wolverhampton, whose 1975 adventures in France with PLD 234, TDC 2623 DL, were featured in our October 2020 issue. John has had three Razoredges at different times, and the only one which survives is now just 40 miles up the road from him in Belper, with our member Len Eaves. His current wheels, however, are on a Model A. John writes:

“The story of David Stansfield's wild 35mph speeding frolics in a Model T Ford reminds me of my own family's adventures in the world of old Fords, which began for me in a strange event on a 1959 day out in a then brand new Ford Thunderbird convertible.

My dad and his two brothers had all migrated to the USA in the 1920s. Dad was the youngest of the three, and so he was a passenger in their first car, a Model T Ford, given to Oliver, the oldest brother, by a member of the family already ensconced in the industrial city of Cleveland, Ohio.

Fast forward to a sunny day in the summer of 1959, and I am sitting in the back of my American uncle's beautiful brand new Ford Thunderbird convertible. It has been unloaded at Southampton just for the



John Bates today with his Model A



It's 1959 and my dad on the right, stands with another relative before the Ford Thunderbird. It was later this day that I heard the tales of their old Tin Lizzie.

forwards in union. "Come on lad! " says my uncle "Help us along!" I join in, and then I hear the story behind the play-acting. We were driving in a huge V8-engined automobile, but they were remembering their beginnings driving in that Model T Ford way back in 1920s Ohio, for there was a huge open bridge over the river and in a heavy prevailing wind that Tin Lizzie with its flat tall standing windscreen, got slower and slower. So much so that they would all almost involuntarily, attempt to 'row' it along, each rocking back and forth together. It was on this drive that I heard the tales of that old Model T car.

holiday and would later be shipped back and given away at the other end. My Uncle Oliver, now a millionaire, is driving his two brothers, who are NOT millionaires, having both returned to England before the war, and me, for a cruise through the English countryside. At one point Oliver, suddenly clutching the left-hand-drive steering wheel earnestly and sitting theatrically bolt upright, begins to sway backwards and forwards as he grips the wheel, and then they join in, pushing backwards and



My grandad sits on the bumper of the family Buick, with their first car, the Model T Ford, behind. My cousin, now in her late 90s, sits on his lap.



My 1929 Ford Model A sits before a 1939 Ford V8 truck.

The Model A has manual hand-operated advance/retard and a hand throttle as well as foot, but otherwise its controls are as with a modern car. The 'T' on the other hand has no similarities in its driving layout to a modern auto. Good luck with your Model T David, show 'em how to do it! I must get one myself one of these days...

I'm now in my 70s, but I am still haunted by the lives of my dad and my uncles, remembering their tales of life in Prohibition America. It has led me down the Road to Perdition, driving period American autos through the boredom of modern traffic, hence my Ford Model A 'Sport

Images kindly provided by David Stansfield and John Bates

John Bates.

**HIGHWAY CODE CHANGES - NOT JUST ENTITLEMENTS FOR CYCLISTS**

Our member Paul Collard shared a post on Facebook picking out the changes in the **Highway Code**



concerning riding near cyclists, which has generated a lengthy barrage of comments in reaction - I counted over 70, many abusive, whilst just one welcomed the changes as an improvement to safety.

However, the narrow selection of the changes shown in that post misses the point. Members should consult the whole document - we shall not attempt to summarise it here, because it is too complex.

**There are very extensive changes**, and the main thrust is to show respect and care for ALL other road users, with the intention of reducing the numbers of deaths and injuries.

The most vulnerable road users are pedestrians, horse-riders and cyclists, especially those of advanced age or with disabilities. The new rules give these road-users priority, so the simple message is: **take care not to kill, injure or endanger the more vulnerable road users, because if you do so you will almost invariably be in the wrong so far as the law is concerned.** That’s not a bad message.

There is a corresponding duty on the part of those road users to behave with consideration and responsibility. (Yes, we are aware

that not all cyclists are very good in that respect; but their failings do not justify retaliatory action of any kind.)

You can find the details of the changes in a downloadable PDF by searching online for “changes to highway code” but probably the wiser course of action is to buy the new 2022 Highway Code, which came into force on Saturday 29<sup>th</sup> January, and have a refresher read-through; or visit the Gov.uk website and seek out **Driving and Transport - The Highway Code**, where under 29 headings you can explore your obligations, the legal requirements, and descriptions of good practice.



My only personal misgivings about the changes are that in attempting to cover every eventuality they make the document too lengthy and wordy for a normal road-user easily to memorise. For example, the plethora of types of road crossings: are you familiar with the newish Parallel Crossings? Could you describe the differences between Pelican, Puffin, Toucan and Equestrian crossings? The essential requirements are obvious as you approach any of them; following the rules and using them safely is intuitive with a little experience and common-sense; but somehow we have dug ourselves into a hole where we have page after page of written quibbles about the distinctions. The PDF “Know your Traffic Signs” is 147 pages in length.

The Highway Code started out as a simplified document covering the essentials of the complex and varied laws governing road use. I have a feeling that we now need a simplified document making the Highway Code more user-friendly.

## NEWS OF OUR CARS / OUT AND ABOUT

In the last issue we saw an immaculate-looking silver Razoredge in Indonesia; this time we have a very impressive maroon TD or TDA from Sri Lanka. We have known of four or five sightings of Razoredges in Sri Lanka, but none recently; and it is wonderful to see this one in such good condition. We are attempting to learn more about the car and its history.



We have also come across two photos of an unknown Razoredge at a rally in Legnica, Poland, in 2019.

The registration doesn't quite match the car - it's a TDB, but MGO 170 would be Middlesex, May 1952. Although sales did lag behind manufacture in the later years of production, a minimum of a six-month lag happening in 1951 would be very unlikely. I'm assuming it is therefore an age-related mark for a re-registration, but any member has any record of it we'd be grateful to hear. We are not sure how it comes to be wearing UK plates in Poland, but several of the other cars photographed at the rally also did not have Polish registration.





Adrian Kot is a hairdresser and photographer in Katowice.



Plus: a sighting of GWF 90, TD 3176 DL, which was until 2018 in the care of our member Ray Gomm, and is now with member Dale Giles in Bournemouth.



### More cars on the move:

YXS 717, a TDC seen on the left, was sold on Ebay in January, sold by Leslie Harris and bought by Andrew, near Exmouth, Devon. Andrew uses the Facebook Group so we hope to hear more of the car in due course.

We have also heard that our new member Jimmy French, near Great Yarmouth, has found a car: this is the maroon TDB 1244 DL, DRS 784, which has been on the market for some time in Aberdeen.



Our ex-member John Washington's **TDB 2093 DL, MAR 521**, has been advertised for sale for many years, laid up in long-term storage, the engine described as having last been run in 2014, and last MoT'd in 1983. It is now being advertised for sale through an agent, Mark Battye of Portsmouth, and on Ebay. This is very likely to find it a buyer, we would think; and in a short video clip they have the engine running. The car looks and sounds in good condition, though we know there is some work needing to be done on the steering and exhaust; but as with any car which has been dormant for a long period, gentle and sensitive re-awakening will be essential. They are asking £7,995, which might be a little hopeful; but with all the current activity in the market - who knows? See it on You Tube at <https://www.youtube.com/watch?v=xIQvJz04-wU>.



**In Australia**, the smart maroon car reported in the December Globe as owned by Greg Gudgeon has changed hands again, and is now with our new member Tony Allen, in Brisbane.

Another car finding a new home in Brisbane is TDB 4625 DL, which has moved from John Beynon to his neighbours, Karen and John Barraud. John Beynon is now advanced in years and no longer in great health, so we wish him all the best. Karen comes originally from Birmingham, having emigrated to Australia as a child, and she is a member of the Facebook page, so again, we hope to hear of their progress in getting the car back roadworthy. This means we now know of three good near-roadgoing cars in very close proximity in the Brisbane area, the third being that of our members Ros and Ian Dimmack.



**AN APPEAL** published in the December Globe, from a retired photographer Ian Griffiths wishing to capture some Razoredge images, has been answered by our member Andrew Gerken, who lives nearby. He has a family wedding in the area soon, and may also be able to attend the Polegrove show in August, so Ian Griffiths will have his photos. Success! Our thanks to Andrew for responding.

## 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.)*

**Thursday 10<sup>th</sup>  
February**

**Drive Your Triumph Day** - Sir John Black's birthday, in honour of which Mr Rye Livingston in the USA suggests we all go out in the Razoredge, and take a picture to send to him. All the results appear on his website. Email your picture, with a little basic background information, to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com) (and copy in [editor@TROCltd.com](mailto:editor@TROCltd.com) please!) - and see the results at <https://driveyourtriumphday.shutterfly.com>. Last year's pictures are still available on the site, to give you an idea.

**18<sup>th</sup>-20<sup>th</sup> March**

**The NEC Practical Classics & Car Restoration Show**, with over 1,000 cars on display, craft demonstrations and hands-on teaching. "The UK's biggest Barn Find display, with vehicles in various states." Tickets £23, or £18 for 5-15 year olds, or £54 for a family group.



**18<sup>th</sup>-19<sup>th</sup> June**

The **Bath Festival of Motoring** is re-launching after a two-year Covid suspension, and is keen to make this comeback year better than ever. Now, Bath is a quintessentially English city, and opportunities abound for photography: can we take advantage of that architecture for a calendar picture with a row of Razoredges? To register your car for the Festival, contact <https://bathfestivalofmotoring.com> but do also let the Editor know you're going to be there. We shall spread the word, and see how many choose to turn up.

**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](mailto:editor@TROCltd.com) with your suggestions.

**Grand Tour of the  
Scottish Coast 2022**

**The Facebook Group *Enthusiasts of British Motor Vehicles Built Before 1985*** has organised this nine-day Scottish tour following the Scotland 500 run. If you are interested, you're out of luck! All places are sold out. Nice idea, though?



Could we do this?

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

Since there seem to be larger than usual numbers of cars changing hands, we thought it would be a good time to re-publish this (perhaps slightly cynical) guide to reading classic car advertisements. This guide applies to any old car, NOT particularly our beloved Razoredges. In fact, not at all.

<b>If the advert says:</b>	<b>It really means:</b>
Rare model	Nobody liked them when new, either
An older restoration	Needs doing again, properly this time
Very genuine, unrestored	A mess
Good condition	I polished it
Immaculate	...and it was a sunny day when I took the picture
Rough condition	It's too bad to lie about
A few dinks as you would expect for a car this age	It's a battered wreck, and please don't try to open the back doors
One family ownership	- who have never been able to sell it
Rebuilt engine	Has new spark plugs
Engine needs some work	Engine has been seized-up for thirty years
Low mileage	Third time around the clock
Many new parts	Keeps breaking down
Very clean car	I left it out in the rain yesterday
Always driven slowly	With these brakes, no-one in their right mind would go over 30mph
The top is good	It only leaks when it rains
Must-see car	PLEASE come and look at it, I'm desperate
Reluctant sale	I hate to admit I was drunk when I bought it
Easy restoration	Parts of it will come off in your hand
Interior needs some cosmetic work	You don't know how much re-upholstering costs, do you?
Good investment	It can't depreciate any more

## 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.

**FOR SALE IN AMERICA:** Dear TROC, sadly I have to let my prized 1949 TDA go. I had no place to keep it and I hated to see it turn into a flowe cheap.  
I did have a few pieces left however, and the winder is a rare Stevenson's jacking Systems winder tire jack distinctive with an H beam works smooth, all parts present, in the original paint as I found it. Located near NYC I will sell for 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...

**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. [tom123dolby@aol.com](mailto:tom123dolby@aol.com) 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:** 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 including the alternator, dynamo, carburettor, exhaust manifold etc. It also comes with the gearbox. It is in good condition. Offers around £250 - for more information telephone Phillip Pace, on 07508 205... located 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 road 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

**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.

**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 Breedon 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:** 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.”

## **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 heard of the passing of John Potts, member 680, who joined the Club when he acquired his car in 1998.



John and Linda were very active bird-rescuers, responding to reports of injured or trapped birds from all around their area and recovering them



to local animal hospitals and sanctuaries before their eventual return to the wild. They achieved as many as 550 rescues in a year, which is remarkable devotion to a good cause.



John was still well and active until very recently, and had driven their current Razoredge, TD 2701, back from its MoT as recently as November, but fell ill in December.

His car is currently in the care of their son, but may be sold. Our condolences go to Linda and the family.

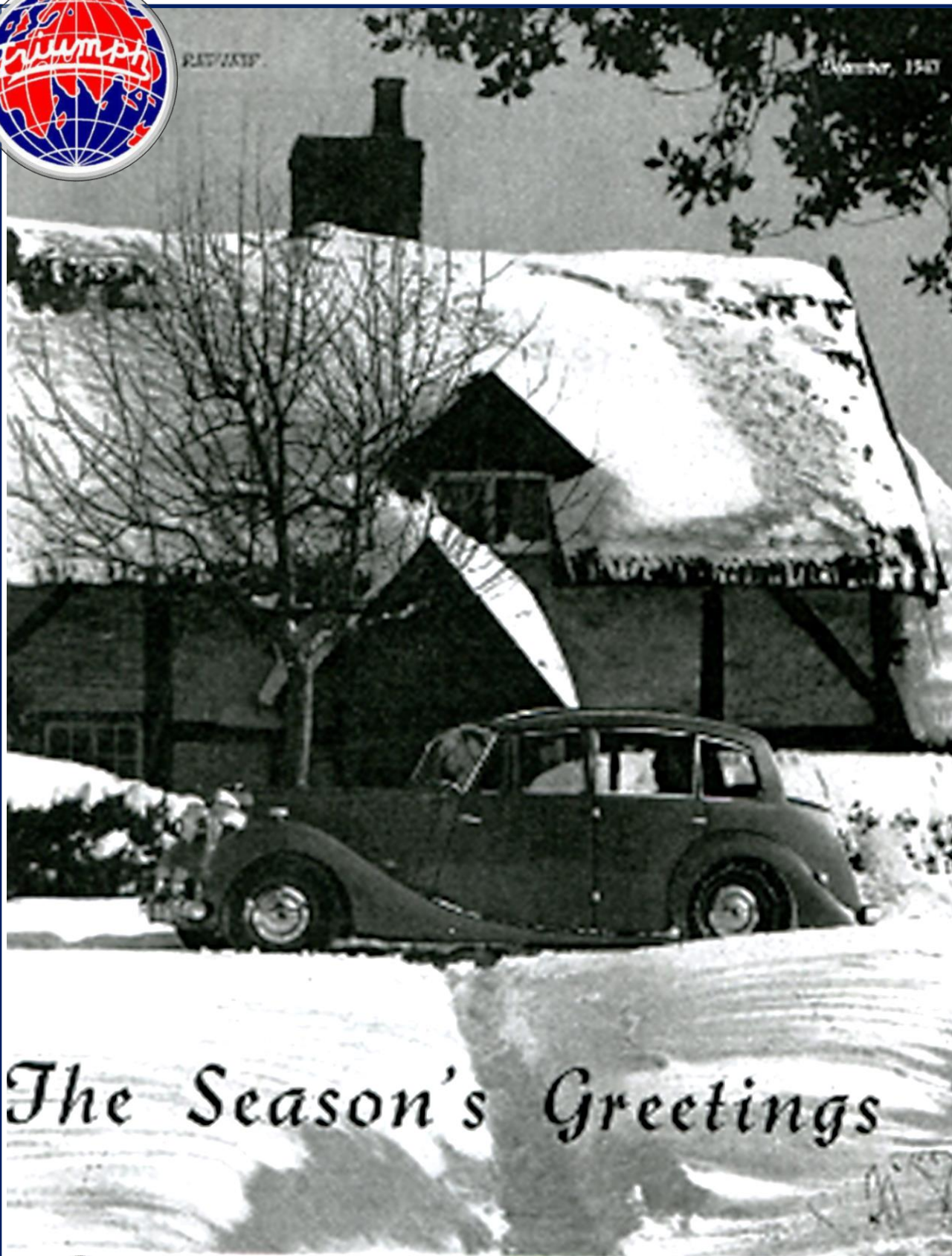
John in his original car, JOU 503, TDB 5076 DL, which is now in the care of Barry Drawbridge, proprietor of the Triumph Renown Restoration Group page on Facebook.

Images kindly provided by their daughter Pam.



REVUE

November, 1947



# The Season's Greetings



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An "1800" Triumph Saloon parked  
at Berkswell, Warwickshire

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