



THE GLOBE

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Long memories...

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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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. Please be considerate and telephone between 18:00 - 21:00 hours UK time, on Tuesdays.

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 Officers' Reports are published in February, 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.

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.

EDITORIAL and MEMBERSHIP RENEWAL REMINDER (see insert)

Dear TROC Members,

Spring approaches - though in a somewhat disorderly way, since for many of us February and the first half of March were warmer and pleasanter than what we've had since. Spring is an optimistic time of year, however, and we are happy to report that there's a **glimmer of hope in the search for a solution to our spares service**; this is briefly described in our report on the **Club AGM**, which took place via Zoom on March 20th. More news about progress with the spares will be shared as soon as it develops.

This edition includes proposals for new local meetings, the launch of our new website, and outline details of our Club rally for this year: green shoots, promising great things for the future; all of which will develop further in the June edition. Also, sadly, we have obituaries reporting the loss of two Club members, and a car for sale from a third who has dementia, so the march of time is not an entirely beneficial thing; giveth, and taketh away. All we can hope is to make the best use we can, of what we have. Dear me; I've gone all philosophical.

One piece of major Razoredge news will be found on page 18: it is the story of the **oldest known surviving Razoredge, TD 161 DL**. This car was built in October 1946, the first month of production, and exported to Switzerland. It remained with its first owner for a great many years, before being bought by our member Roland Gyger. It was in ruinous condition, and is now moving on again.

A further challenge for you - or invitation - comes from the new You Tube channel being launched by *Car and Classic* magazine. Whilst their main business has always been their strong classified sales area and their comprehensive what's-on monthly pages, they also have frequent good articles in the magazine, and to this they are now adding the You Tube channel at <https://www.youtube.com/c/CarClassicTV>. They have taken on a full-time videographer to create content, and they invite applications (email hi@carandclassic.com) from anyone who has an interesting collection of vehicles tucked away, who would like to share their enjoyment of their collection. I can imagine this is going to be very popular, and they already have several good videos our members might find interesting: a report on the Alvis factory, its history and continuing hand-made production.

Finally: do check out our NEW WEBSITE - not yet complete, but well on the way. You will find it at www.TROCltd.co.uk. (The old website, at www.TROCltd.com, will remain active until the new one is in full working order. More information about the new website will be found in the AGM report, overleaf.

Best wishes to all, and stay safe!

Editor

We welcome new members:

- 1131 Christy Buckley rejoins us from Ireland.
1285 Nathan Baker, of Bedfordshire, has bought BKS 784, TDB 2624 DL.
1286 Gary le Breuilly, of Worthing, with KWK 993, TDB 4134 DL.

Our cover pictures for this issue:

- Front – Alan Booth, Standard Triumph worker in the early fifties, shows some of his model collection.
Rear – Drive It Day poster, 2022.

2022 CLUB AGM NOTES - Sunday 20th March, 10am UK time

This is a condensed summary of the key points of the AGM record. **If any member would like the full AGM Minutes, please email or phone the Editor.** Please note that the Officers' Reports and the Accounts were published in the February *Globe*.

Present: Committee - Mike Sampson, Bob Hobbs (Chair), Bob Parsons, Tom Robinson, John Bath, Harry Beacall, Roger Stone; and 12 members (eight from UK, four overseas).

Welcome: Bob Hobbs introduced Harry Beacall, recently co-opted as an additional committee member, and welcomed all those present, thanking them for their support.

The Reports of the officers were made, as published in the February edition of the *Globe*. In particular:

- Our accounts continue to be healthy; particularly the Spares fund, where we have £29,000 in the bank and approximately £65,000 worth of spares.
- Club membership continues to rise slowly but steadily; currently 187, up from 179 before covid.

The new Website was shown to the meeting (see www.TROCltd.co.uk). It is still very incomplete, and the old website will continue to operate (www.TROCltd.com) until the new one is fully operational. The aim of the new website is to provide a quicker response to events, more frequent updates, and better resources for members on both technical and historical information about the cars. We also continue to work in cooperation with the Facebook [Triumph Renown Restoration Group](#) which is not operated by the Club but which provides an on-line forum for discussion and sharing news, open to TROC members but also all others with an interest in the cars.

The problems we face with the spares service were described. Basically, what was fifteen years ago a team of three volunteers sharing the operation of the spares service between them, has now all devolved onto Bob Hobbs, who has given notice that he intends to retire from this post in August 2024 and would like all the spares removed from his shed at that time. Since he will be turning 76 at that time, this is entirely understandable, and it would be wise for the Club to find some other arrangement - **if we can**.

We have been looking at our options, including: appealing for other volunteers, combining resources with other clubs, and seeking commercial involvement. The main problems are: the few other volunteers who have offered to have a go do not have the necessary storage space required, (equivalent to 2 40-foot storage containers); not only storage but expertise is needed; other clubs, even when they are facing similar problems, are reluctant to consider teaming up; and the cost of commercial storage is so high that it would wipe out our reserves in a few short years. Our turnover and income are not sufficient to appeal to a commercial operator. Ideally, what is needed is a small team of volunteers living reasonably close together, and subsidised storage of some kind. This is a tall order.

Member **Paul Collard** offered to help, if there is a way forward. The Committee will work with him to explore possibilities, and we shall report progress in future *Globes*.

The Club Rally this year will be at Quorn and Woodhouse Station on the Great Central Railway. Tom Robinson outlined the planning for the day, and this is described in greater detail on pages 6-7, so we shall say no more here.

Other future activities: Bob Hobbs outlined how the committee feels a need to provide a wider range of activities, all around the country and perhaps beyond, to make it easier for members who do not live near our midlands main rally venue to get together. This will be done by 'adopting' existing shows and events where one or more Razoredges are known to be attending.

Election of Officers: the present committee, including Harry Beacall, were all willing to continue, and were re-elected en bloc. The next AGM, in March 2023, will be notified through the newsletter.

TWO NEW COMMITTEE MEMBERS !

Hi, I'm **Harry Beacall**, one of your new committee members. At only 31, I guess it's fairly safe to say I'm a younger Razoredge owner! I have owned TD 3717 DL, an 1800 Town and Country Saloon, coming up for 5 years now.

Having owned a few classic cars previously, I was in the market for a car I could use to for my own wedding. Large headlights, a smart grille and long sweeping wings were a must. As soon as I set eyes on the "Bessy", I knew I must have her.

After a longer than intended period of rest after the birth of our second child, I'm just waiting for the carburettor to come back from being refurbished ready to enjoy the summer. It will great to be back out in her again, stealing the attention away from my other cars, a 1927 Vauxhall 20/60 Tourer, and a 1938 Morris.

I hold a couple of volunteer roles elsewhere, including Chairing the PTA at my daughters school and running my own Vintage and classic car meet here in Northants. I hope to be able to bring some youthful energy to the club, and help it in its bid to modernise and attract younger members; I am also understudying Bob Parsons, our treasurer.

[Harry was co-opted onto the Committee in January 2022 following Bob Parsons' illness, and was approved at the AGM on March 20th. At that same meeting, Paul Collard, below, volunteered to help with the Spares crisis, if he could; he has since worked with us to explore ways forward, and was officially co-opted onto the Committee at a meeting on April 8th. - Ed.]

Paul Collard, Triumph Renown TDB 3907, NRL 546.

Paul, a former Police Officer, bought his Renown in April 2017 from Exeter. First registered on 15th March 1951 in Truro Paul is the 8th keeper.

Apart from some initial mechanical repairs after purchase the car is in its original condition, albeit its third colour, being black at first registration, then green and finally maroon. Paul's ownership philosophy is that of preservation rather than restoration so what you see is what you get and while not perfect, she continues to turn heads.

Currently Paul is the Emergency Planning Manager with Mid Sussex District Council in West Sussex where he continues to practice his skills in planning and logistics, a role that he earlier carried out with Sussex Police for some 16 years. To that end he felt he was well suited to taking over the club spares role and looks forward to serving the committee and the club's membership.



CLUB RALLY 2022: QUORN AND WOODHOUSE STATION, GCR

The Great Central Railway is Britain's only heritage steam railway using mainline track. Most heritage railways are based on charming, quaint but tiny single-track lines; the GCR is the only one with double-track mainline, meaning that trains can be seen passing each other in each direction. It recreates the feel of the great age of steam when this was the only effective means of long-distance travel, before the arrival of motorways and cheap local flights in the sixties and thereafter. This, of course, includes 1946-54 when our cars came into existence.

All TROC members attending in their classics will be entitled to a Privilege rate ticket, whereby the £17 normal Leicester Return price becomes a full daily runabout ticket. There are four stations on the line, southbound from Loughborough, through Quorn and Woodhouse, and Rothley, to Leicester North; the trip taking about 30 minutes. At weekends trains run throughout the day from 9:30 to 5:30, alternating steam and diesel for most of the day but all steam later in the afternoon.



The locomotive shown here is the GCR's *Witherslack Hall*, 4-6-0, originally a GWR locomotive which first ran on the Great Central line in 1948 as part of the locomotive exchange trials, organised by the newly-nationalised British Railways. Until 1948, each of the railways companies had commissioned their own different locomotives, and the idea was to compare the features of each, so they could be placed in the circumstances which best suited them. 6990 *Witherslack Hall* was for most of its working life based at Old Oak Common, the GW engine shed which served Paddington. It would have included in its regular runs the Oxford to Paddington service, the fastest schedule on the railways of the day; 63.5 miles in 60 minutes, and often covered in under 56 minutes. That is the same time offered in today's timetables, and faster than some. This engine was withdrawn from service in 1965 and arrived in Barry to be scrapped in 1966. It was rescued by the Witherslack Hall Preservation Society and brought to Quorn in 1975, the same year our Club was founded. After two spells of repairs on the boiler it was returned to full service on the GCR in 2015. The GCR has a huge number of locomotives - seven operational steamers and nine undergoing or awaiting restoration; 13 operational diesels and three awaiting repairs.

We share the date and venue with the **Ford Mark IV** club, and the contrast between our cars could not be more extreme. In case you are struggling to identify the Ford Mark IV - is that the marque IV Cortina, perhaps, the clean-lined version which succeeded the coke-bottle marque III? Or some obscure variant which came after the 1920s model T and the model A, as featured in the February Globe? - no, this is the car better-known as the GT 40, because it is just 40 inches tall, Ford's only Le Mans winner. It is a 7-litre pure-bred racing car. Expect a snorty noise.



OUR ARRANGEMENTS FOR THE DAY

Fuller details will be given in the June newsletter, but the basic outline will be a relaxed and flexible day where members will be able to take advantage of the attractions of the site as well as compare notes with other Razoredges. There's always something to learn.

If you have questions about the day, please contact Tom Robinson - contact details as always are inside the front cover of this newsletter.

For those thinking of staying over the weekend, there are four hotels in Quorn itself:

The Manor House Hotel 01509 413416 Woodhouse Road, Quorn, LE12 8AL
eat@themanorhouseatquorn.co.uk

Lavender House Quorn 01509 412166 118 Chaveney Road, Quorn, Loughborough LE12 8AD
enquiries@lavenderhousequorn.co.uk

Quorn Country 01509 415050 Charnwood House, Leicester Road, Quorn, Loughborough LE12 8BB
reception@quorncountryhotel.co.uk

Quorn Grange 01509 412167 88 Wood Lane quorn, Loughborough LE12 8DB
mail@quorngrangehotel.co.uk

The Manor House is closest to the venue - just across the road. Our activities normally run from 10am to about 4pm.

LONG MEMORIES: WORKING AT STANDARD TRIUMPH IN THE 1950s

'Ann Arbor Al' and the Razoredge connection

By John Bath

I wonder, have you ever experienced a real life case of 'serendipity' in your own life, which is to say *the occurrence and development of events by chance in a happy or beneficial way*?

It is of course very enjoyable when it happens and in this case, I thought to myself, how on earth did that come about, when the brief tale would hardly pass any 'reality test' as a film treatment?

Let me start with an introduction to Ann Arbor before I get on to my good friend Al. It is an attractive university town in Michigan, USA, some 42 miles from Detroit, which I am lucky enough to have visited. So how on earth could there be a connection with a resident of that town called Al, and our cars?

The story starts with my leafing through an issue of a model car magazine which I had bought on a very irregular basis - dependent upon contents. The magazine is - or rather, was - *Model Collector*, which featured a regular and very popular column called *Desert Island Models*. Inspired by the long-running BBC Radio series *Desert Island Discs*, readers of the magazine were invited to pick their favourite model vehicles to take to their imaginary desert island, as opposed to their choice of 10 records as in the radio series.

One entry immediately caught my eye when it revealed that not only was the famous Dinky Triumph 1800 a chosen model, but crucially that the *reader formerly worked at Standard-Triumph in Coventry*.



Now the last Triumph was built 40 years ago this very year, and was not even a real Triumph to my way of thinking – it was just a re-badged Honda. Even the Herald had been launched over 60 years ago, probably their last really big-selling series of vehicles.

More in hope than expectation that there might be a story here, I wrote to the Editor, Lindsey Amrani, asking to be put in touch with the writer to find out more. Little did I know then what this chance find would lead to, so let me now introduce you to Al, the subject of this article.

‘Ann Arbor Al’

‘Al’ is really Alan Booth, a British ex-pat living in the USA, a former Coventry resident, who celebrated his 90th birthday in January this very year – please see accompanying photo. Alan usually signs off his emails to me exactly as in the sub-heading.

Alan was a Standard-Triumph apprentice in the days when our cars were still current models and even recalls seeing the then new and famous “Bullet” Triumph Roadster prototype, the TRX, designed by Walter Belgrove. This was a very advanced car for 1950 that was expected to succeed the better-known “Bergerac” Roadster model, though in the end only 3 were made, having been overtaken in development by the TR series. The TRX had concealed headlights, power-operated seats and roof, and built-in hydraulic jacks.



Alan even appeared in the in-house S-T Newsletter at the time of his apprenticeship, and clearly those early experiences in Coventry had a lifelong effect on his choice of his favourite model cars.

To bring the story up to date, Al revealed that he was going to be 90 this year, on January 31st, and our editor kindly arranged for copies of our latest calendar to be sent to Al, which has recently produced a very positive note of thanks.

Acknowledgments: this connection was only made possible by the co-operation of Lindsey Amrani, who has since moved on to a model boat magazine, (after *Model Collector* was absorbed into another magazine). Most of all, I am very grateful to Alan who did decide to write to me in response to Lindsey’s email. I am very glad he did so, as we have been in regular touch ever since, with Alan being just about my only remaining link now with S-T from those days.

Soon after this discovery, Alan’s story appeared in the pages of *Triumph World* - in one of its very last issues before the magazine closed, with the Summer 2020 issue, perhaps an early victim of Covid and the lock-down.

There will be more to come on Alan’s career in a future Globe.

John Bath, TROC – March 2022

WHILST WE'RE MENTIONING IT - MORE OF THE TRX



Two of the three prototypes built. Both survive.



Below: the central filler cap became a tail motif. The bonnet could open to either side, and was also removable.



Eyes open wide



Given that this whole project pre-dates the whole TR series, it is interesting to speculate how Triumph might have developed if Walter Belgrove's ambitious and futuristic thinking had won the day.

DRIVE IT DAY 2022**FBHVC**

National **Drive It Day** was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor vehicle. It's also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads.

This year the date for your diary is **Sunday 24th April 2022**.

With the success of raising £40,310 for NSPCC's Childline® for Drive it Day 2021, we will once again be raising funds for Childline® through the sale of Drive it Day fundraising plates. Our sales for 2021 far exceeded our expectations as the amount raised meant that the historic vehicle community joined together to fund 'One Unforgettable Day' meaning that the NSPCC's Childline® activities were completely funded by our community for a whole 24 hour period. Our 'One Unforgettable Day' coincided with the opening day of Classic Motor Show on Friday 12th November. Let's hope we can do it again, or even better still, raise *even more* funds for such a worthwhile charity.

Where can I purchase my fundraising plates?

That's easy: just visit www.driveitday.co.uk to place your order. Alternatively, they have an order form they can send if you don't have access to a computer - please contact the editor if you need that.

This year we have six variations for you to choose from. Each plate is pre-drilled and comes with 2 cable ties. To assist in your choice the dimensions and details are below:

Regular vehicle plate dimensions: 290mm x 145mm

Small vehicle plate dimensions: 150mm x 75mm

Drive it Day Regular £10.00

Drive it Day Regular (Platinum) £30.00

Drive it Day Small £10.00

Drive it Day Small (Platinum) £30.00

Ride it Day Small £10.00

Ride it Day Small (Platinum) £30.00



What are you waiting for? Purchase your plate today! All you need to do is visit www.driveitday.co.uk to place your order. All profits go directly to NSPCC's Childline® so let's make 2022 a **Drive it Day** to remember!

Drive it Day/Ride it Day images please!

Also, please don't forget to tell us about your event after Drive it Day; we'd love to feature as many event reports as possible and images of the vehicles in attendance. www.driveitday.co.uk also has the facility of a 'Gallery' (www.driveitday.co.uk/gallery) whereby you can upload your own images of the day. We hope you take advantage of this facility which was very successful last year. Why not take a look at the images from 2021 if you haven't already done so? It may give you some inspiration!

We may be confident that loyal club members will also submit their photos for the *Globe* or the 2023 club calendar, of course.

OLD VINS CONFUSE THE HPI REPORT

The FBHVC newsletter for January raised an interesting case which might affect classic cars when being sold at auction. The case in question arose because modern Vehicle Identification Numbers (VIN, also called chassis numbers) have 17 digits. Older cars, built before this system came into force, can have a variety of different identifiers depending on the system used by the manufacturer, and for Triumph ours is the Commission Number - for example TDB 5565 DL, or whatever. (The other two numbers on the bulkhead are something of a mystery - one is the Mulliners body number, and the other is unknown, but they have no known use today.)

In the case of a 1932 Lanchester Straight 8 put up for auction in May last year, the VIN was a simple four-digit number. When the car failed to find a buyer, the owner collected it back together with the paperwork from the auction house, and was alarmed to find that his car was described in that documentation as a possible category B insurance write-off (“Body shell should have been crushed - vehicle should not be on the road”), or a T2 Terminal Tractor, or a slurry tanker. This HPI report had been, very properly, obtained by the auction house as part of their due diligence check, mainly intended to prevent cars being sold at auction when there is still outstanding HP finance to be repaid.

The owner of the Lanchester contacted the HPI to find out what had gone wrong. They - after adding a stolen dumper-truck to the list of possible traces on his car - explained that since his car had only a four-digit VIN, several possible matches had been thrown up on the search, including those mentioned above. They were able to remove most of the mis-matches from their report, but not the dumper-truck, since that was still stolen and had to remain in the searchable records.

The effect of this might be to reduce the value of the car, or to dissuade possible buyers from enquiring further - “If there’s something dodgy in the paperwork, I wouldn’t risk good money on it...”

Since our commission numbers are more complex, it is less likely that there would be any red-herring confusions. Or so we must hope. (Tom Robinson recently bought a cordless iron, and was intrigued to see it had a model number TDA 3041.)

Another interesting footnote from FBHVC: please be patient with the DVLA - they are doing quite a remarkable job. After being short-staffed for two years because of Covid, they are rapidly catching up with the backlog; and what a workload it is. To make the big numbers shown below a little more human: that number of phone calls in a year means 7,200 being answered *every hour* of the working week.



It’s no wonder we sometimes get put on hold.

NEWS OF OUR CARS: FOLLOW-UP FROM FEBRUARY - MGO 170

MGO 170 (spotted in Poland, Feb 2022 Globe) - has been located! It was one of the several Razoredges our member Ray Iliff has owned at one time or another. Ray writes:

Hi Roger,

With reference to your article in the Feb 22 Globe Magazine regarding MGO170 I will try to explain my personal involvement with and knowledge of this Renown.

Early in 2007 I learned of its existence in a barn in Fife. It was partly dismantled and had acquired damage to the roof, caused by children jumping on it. Despite this I tracked down the owner and purchased the car from him. At the time of purchase I was informed by the owner that he found the car, several years earlier, in Newport On Tay, already partly dismantled.

During that year I spent considerable time reforming the roof and replacing damaged and or rotten wood framework. The following year my three year old son was diagnosed with a very serious cancer and the restoration was abandoned. At that point due to time constraints and funding shortages as well as a loss of enthusiasm, I made the heart rending decision to sell to someone who would complete what I had started.

The car sold via Ebay to a gentleman from Poland (Jerzy Janicki) who drove all the way over to Scotland in a van with a trailer to collect the car. In July 2010 I received an email from Jerzy with a photograph (which I have attached) to show me the fruits of his labours, I was delighted to see the end result. - Ray.



Left, Jerzy Janicki with his TDB Renown.

Jerzy Janicki has now joined the Facebook group, but tells us the engine on MGO 170 has now blown, and it needs a new block.

However, he also shares brilliant pop video at: <https://youtu.be/Ot6jVC3QEVl> starring his car, and a beautiful story of romance. My Polish is very limited, so I have no idea what she's singing, but it's well worth a look. Steam train enthusiasts will also enjoy it.

Jerzy is a leading figure in his community, and is also a leading light in the local classic car group. At the moment however he is distracted from the cars - their township is centrally involved in raising support for Ukraine, and accommodating the huge numbers of temporary refugees from that country.

He did however invite us, in less troubled times, to arrange a continental trip to visit them in Legnica, assuring us a very warm welcome. That's one to bear in mind for the future, perhaps.

OUT AND ABOUT

Phil Jones writes from Lincolnshire:

I took my Renown out yesterday in celebration and attach a few photos. These are taken at the former WW2 RAF station at Hibaldstow in North Lincolnshire, UK where I'm involved in a heritage project to renovate the former airfield command bunker, rebuild some of the existing huts and provide an educational experience and display for future generations to understand what took place there. Apologies

that the photos are not the most picturesque but it's an ongoing project due to open in August of this year so please forgive the odd pile of aggregate.

Best wishes, Phil Jones



Meanwhile from Cornwall, **Andrew and Alison Stacey** tell us of a patriotic outing.

Hi Roger just a photo of our Triumph before a run on St Piran's day 5th March, if you want to include it in a Globe edition.

Also, just to let you know, we've been invited to display the car at the **Royal Cornwall Show at Wadebridge on 9th,10th and 11th of June** (see our **What's On** section).



Drive Your Triumph Day, 10th February...

Rye Livingstone, the American organiser of this commemoration of Sir John Black's birthday, writes:

"Possibly the most impressive event was held at the British Motor Museum in Warwick, United Kingdom, with over 50 Triumphs and Standards in attendance. The photos that show three cars, a TR7 on the left and a Stag on the right, which were the last cars of their types off the Triumph assembly line. Attendees could then park their car in between them for a photo. Very cool!

So get a couple of fingers of scotch or brandy, or a pint of beer, sit back and click through 608 photos from all over the world, about 80 more photos than last year. <https://driveyourtriumphday.shutterfly.com>

Our members Bernhard Ruest, Colin Copcutt and Phil Jones submitted pictures, and they are the only Razoredges in the collection.

Here is Colin Copcutt's contribution, his 1948 Triumph 1800 Town and Country Saloon ERP 183 at St Marys Church, Old Leake, Lincolnshire, UK.

...and more recently

Below, we have Graham Sinagola at the Crich Tramways Museum, on Easter Monday. Note all the period costumes!



Graham's was the only Razoredge present, but there was also a Roadster.



The Club is always keen to hear of any trips out you have made in your Razoredge, or work being done on the car, preferably with a photo or two. And don't forget we are collecting pictures for next year's calendar.

PARTS ON THEIR WAY AROUND THE GLOBE

By Bob Hobbs

One of our members in Australia recently requested advice on the all too common spinning starter and motionless engine syndrome. A short discussion by email soon led to the stripping of the starter and confirmation of a failed rubber sleeve. The member was concerned about the condition of a securing nut on the armature of the motor. It appeared that a heavy handed “mechanic” had taken out all his frustrations on the nut when reassembling the motor at some point in the history of the car. He had fairly effectively rendered the nut “hors de combat” and certainly no longer fit for purpose.



Relief was at hand as the Club has the nuts in stock and though we no longer stock the rubber sleeves were able to procure one on his behalf. To help fill the box a few other parts were requested and soon were on their long trip to what we hope is a satisfied customer.

It may not look much in the picture above. However, without ready access to these parts the whole car is effectively useless. It is but one of the reasons that the Club exists and helps to keep our bit of Britain’s heritage alive and well.

The Triumph Razoredge Owners' Club spares service - *use it, support it, help it or lose it.*

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



**She wanted to have dinner
somewhere really expensive.**

MY OTHER CAR IS...



Picture by kind permission of Robert Ward

Quite a collection! When Tom Robinson handed on his prized Razoredge to his nephew Robert, he was confident it was going into good hands - and here is the evidence.

Robert's collection, from right to left, starts with TDC 2576 DL, and then a gleaming metallic-blue Alvis T21, from 1959, body by Park Ward. Alvis are still producing hand-built quality cars today, and though you need deep pockets to buy one, it is effectively the last traditional hand-built manufacturer (though Morgan might argue). They offer five of their traditional models, called the 'continuation' series because the production numbers follow on from the original series, and using their own 3 litre and 4.3 litre straight-six engines updated to meet modern expectations. It is as if you could still call up your Triumph dealer and order TDC 3001. Learn more at <https://thealviscarcompany.co.uk>. This car was previously owned by Robert's father, Tom's brother.

Next to that is the magnificent 1949 H.J. Mulliner bodied MK V1 4 1/4 litre Bentley which he has owned since 1986; then a Rover 75 tourer, one of the last "before the bunch of crooks bankrupted our last volume British car company"; and a Rover 75 connoisseur, year 2000, one of the first. Robert bought it at 2 1/2 years old and he can't bear the thought of it being scrapped so is keeping it safe until "some spotty young enthusiast falls in love with it and wants to restore it - should such a person appear, I will give it to him." Finally on the line up is his trusty Land Rover, which he has had since 1992, and which has hauled loaded

trailers during his property jogging and building days, pulled vintage boats and caravans huge distances, worked like a Trojan, been immensely reliable and after thirty years he can't bear to part with it.

Then, in the barn, there's a 1965 Mk 1 1275 MG Midget, restored from rough in 2010, which he bought for his son when he is old enough. Robert also has a couple of early touring caravans, and his current project is a Hunslet quarry engine, with a short stretch of track; they hope to have that in steam later this year, if all goes well.



A stubby Hunslet quarry engine

Robert adds: "I'm immensely grateful to you both, my father and Grandpa for inspiring me from a young age to be passionate about transport, magnificent mechanical masterpieces built by craftsmen of this once great nation, and inspiring me to collect the things I find beautiful."

Tom Robinson explains it is very fitting that his car should now have passed to Robert, since it was in part due to Robert that he first acquired it. "Way back in 1973, we were wall-papering when Robert rushed in 'Uncle Tom, I have found a splendid old car, you must come and see it'." The actual car he had found was not the one Tom eventually bought; that car was bought and restored by Stuart Langton, and still resides with him, now down on the south coast - one of the best-condition and most authentic cars in the Club. However, Robert had sown the seed, and Tom purchased STJ 782 not long after.



"Robert, as a 7-year old went with me to the scrapyard to remove certain items from my just scrapped Morris 10M. alongside were two 1920s RR hearses with acid etched windows. He was fascinated. His first restoration project had been an Austin 10 DH saloon, whilst still at school.

"By pure chance, this car appeared on a Sheffield tram shot – attached. We framed an enlargement for a

Christmas present. He was quite beside himself, as you can imagine.



So, as with many of us, the Razoredge link, and a love for classic cars generally, runs in the family.

Robert, with STJ: "Cheers!"

“I’M ABOUT TO BREAK TD 161 DL, A 1946 SALOON, FOR SPARES.”



“The car is near enough complete and almost every part would be available. It is located in Switzerland. Please get in contact with your needs - Markus Tanner, Fb group.”



Our Swiss member Bernhard Ruest is a keen watcher of all things Razoredge, and is often first to spot advertisements; he also keeps a sharp eye out for any news of the ten or so Razoredges in Switzerland - one of which is his own, seen on the cover of the 2022 Club Calendar.

This one, however, is a very special case. We have known of its existence for years, and it has been sitting in quiet storage in the care of our member Roland Gyger. It was exported to Switzerland from new, as were many of the 1946 and 1947 cars. Roland is only the third owner of the car, and it was known to be in a fairly ruinous state.

What is particularly notable about this car is that Commission Number: it is, so far as we know, the lowest number of any surviving car; and it is therefore the **oldest Razoredge in the**

world. Bernhard’s own Razoredge is TD 409 DL, and we also have Gerry Mason in Cornwall with TD 348 DL, the oldest roadgoing Razoredge; TD 904 DL is with Jacques Faerber in Switzerland, and we also have a report of TD 302 DL with a Mr Erwin Raess in Switzerland. **MSL 546 is TD 702 DL, engine number is TD739E; currently for sale on Ebay from our ex-member Paul Armstrong.** TD 919 DL is with Seamus Nugent in Northern Ireland, laid-up in storage for forty-five years. Those seven, so far as we know, are the sum total of the surviving TDs from the first thousand manufactured, 1946-47.

Bernhard had already thought that it would be sad to see this oldest example of our cars going for spares and scrap, and he was supported in this by Andreas Wernli, the lecturer at the Zurich Technical Institute who has WHK 467, TDC 1507 DL, as a demonstration restoration car, as reported in the Globe in February 2016. Could it, they wondered, be rescued?

Bernhard enquired from Markus Tanner how complete the car is - since our pictures show a partly disassembled and quite ruinous vehicle, shown above - and he was told that it is mostly complete, and Markus had not yet started to break it up. Would Bernhard like to make an offer? This was a real challenge. Bernhard has even considered selling his own TD 409 DL and taking on the restoration.

We shall bring you further news of this important part of Razoredge history in future editions.

WHAT'S ON: FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

If you know of a good event in your area, please recommend it. Emails to the Editor.

If you are out in your car – do please send us some pictures afterwards!
(It doesn't have to be super-special. It's always good to share Razoredges out and about.)

Sunday 10th April

Roadsters and Razoredges will be meeting for a spring lunch at the Three Kings pub in Haddenham, about 10 miles north of Cambridge. If your Razoredge is not up to the trip, or if the weather is foul, you will not be turned away for appearing in a modern. If you're thinking of going, please phone or text Robin Hewat on 07753 457 284.

Sunday 24th April 2022

Drive It Day - the FBHVC is fundraising in support of Childline, or you can just enjoy the excuse to get your car out and trundle along some pleasant scenic route. If you do, please take a picture or two for us to share in the 'Out and About' section; or if it's good, in next year's calendar. All contributions to editor@TROCltd.com, please. Obtain your **Drive-It-Day** car plaque from the FBHVC on page 10.

**Fri-Sun
3rd-4th-5th June**

The **East Lancs Railway** is holding a **1940s Celebration**: come in costume if you're so minded, or just enjoy the range of activities, re-enactments and nostalgia. **At least one Razoredge present.** All along the line - **Heywood - Bury - Summerseat - Ramsbottom - Irwell Vale - Rawenstall.**

**Thurs-Sat
9th-11th June**

The **Royal Cornwall Show** at Wadebridge, between Padstow and Bodmin Moor, will feature Andrew and Alison Stacey's excellent **TDB 2262 DL**, as seen on page 13 of this edition. Why not call in and say hello?

**Tues-Weds
21st-22nd June**

The **Royal Cheshire Show**, between Knutsford and Northwich: everything from horses to horse-power and beyond - all you would expect of a proper County Show. **At least one Razoredge present.**

18th-19th 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.

Sunday 14th August

Cranleigh Lions Classic Car Show returns after a two-year absence: book at <https://www.cranleighlions.org/events/classic-car-show/>. It's in Surrey.

Monday 29th August

Gosport Rotary Vehicle Rally and Family Day, Stokes Bay, Gosport. Is this a good one for TROC to adopt as our 'rally in the south'?



IF IN DOUBT, ASK YOUR DAD

Graham Beechey writes: "I tried to start car this afternoon. It turned over slowly but was not starting.

"My Dad came out and we decided that battery needed charging. While we waited for charger to give it a boost I decided to take out and clean plugs, which I did, but could not get the no3 plug back in. In the end I took off distributor cap to give better access.

"My 90 year old dad said 'Let me try' - and he then sorted it and managed to even get the distributor clip nearest the block back on as well. The car is starting now without problems or protest.

"I suppose the moral of this is to ask your dad, even though he is 90.

Regards, Graham Beechey."

DON'T PANIC - IT'S NOT THAT BAD

Our member Graham Potter drew our attention to a report of new legislation preventing modifications of cars, under a heading of "anti-tampering". He was concerned that yet more red tape was going to make it even harder for classic car owners to make those minor modifications which are sometimes needed, in order to keep an old-timer running.

I had not heard of this proposed legislation, but have now done a little research. It appears that the tightening of the regulations on modification is intended mainly to prevent motorcyclists and boy-racer car drivers from adapting their exhausts to sound louder, or removing the catalytic converters to obtain more power (and increase the emissions).

We don't think there's anything which is likely to make life more difficult for those trying to improve a Renown.



Finally: Taken in Barnet, 1953, and shared by Graham Ward on Facebook, 18/2/22. The car was owned by a Dr Laing, who lived on this street. Do you think that registration says KUC 370? If so, this car is now owned by our member Kevin Varty, in Buckinghamshire.

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.

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.

CARS RECENTLY COMING ONTO THE MARKET:

Right, for sale in Car and Classic, 2021, BKS 784, TDB 2642, maroon, whitewall tyres, and looking good. This car has previously been in the club - and now will be again, having been bought by a new member.



Also with Car and Classic, on the left, Mick Burton's nice TDB 6324 DL with overdrive, MBJ 675

We have, over the years, collected photographs of Razoredges in front of this building. The building is now discovered: it is a common site used by West End Classics. The building is a 100 years specialised in Triumphs, and large numbers of Standard, Renowns, Standards and TRs have been seen here seeking new homes.



On the right, a pair of possible project cars offered for sale in South Wales. These are on the [Triumph Renown Restoration Group](#) page on Facebook; the blue is TDB 1706 DL, and the black is TDA 270 DL.

Below, Dave Goring, the man with the Razoredge pick-up conversion, offers this rebuilt engine from TDC 111 DL - he has fitted a 2-litre Pinto engine with automatic transmission. See the [Facebook page](#) for details.



Geraint Richards

Hi all, I have for sale two Triumph Renown. The blue one is good and solid with some bits missing. engine is questionable, I do have the front grill radiator and hood for it. The black one was purchased for the engine as it has recently been overhauled. I do have video of the engine running and the car moving under it's own power. The cars belonged to my brother who sadly passed away at the beginning of January. The cars are located at my premises in Usk south wales. I am o... See more

FOR SALE TO A GOOD HOME: From County Wicklow, Ireland, we have news that our member Eddie O’Sullivan has passed away. This was all very sudden; he was only diagnosed in early December 2021 and sadly died in January.

His widow Audrey Wilson is therefore looking for a good home for his “pride and joy” Razoredge, which is very authentic, patinated but smart, and she says that the price is less important to her than knowing it is going to a new owner who will treasure it and use it. We have one potential buyer already in touch with Audrey, but others may contact her at ...

The car was AJM 510 when in the UK, TDC 933 DL, first registered in Westmorland in about June of 1952.



It should be possible to reclaim the original UK registration if it is re-imported.

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? Email Jer to arrange collection.**



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

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

FOR SALE: a cream-coloured TDB 4134 DL, KWK 993, which has been in the same family for 60 years and in use as a wedding car; but the owner is now retiring, selling his repair business, and concentrating on a mini as his preferred car. It is in good mechanical and cosmetic condition and is dry-stored. Situated in Poole, Dorset. Contact Gary on 01202 738 264 or 07946 378 564 for further details; offer 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. Supplied new by Waddell Bros of Edinburgh to Miss Jessie Miller on 17th May 1949. Miss Miller kept the car until 1961 some 12 years before being sold to Mr Pryce McRae also of Edinburgh. He kept the car until 1966 before part exchanging it for a Vanguard. The next custodian was Mr James Cairns, he only owned the car for two years before passing it on to Sheila Johnson. In 1970 David Reid acquired the car and kept it for 11 years until 1981. 1981-1984 was Robert Shiel and all of the above were living in Edinburgh. The car then made a large journey to Cornwall as it was purchased by Brian Murrish of Truro after he spotted it in the Melrose Motor Museum. Mr Murrish loved the car and took it to many shows during his ownership and used it for family holidays and has documented the work he carried out on the car. He decided to sell the car in 2000 and that's when its most recent owner purchased it, some 22 years ago for his wedding business. He has now retired and decided to sell the car, it has been very well maintained throughout the past two decades and is now looking for a new home for further adventure. The car still retains its original 1949 registration GSG 927 which itself is valued at £1500 but in our opinion it should remain with the car always. It starts on the button and runs and drives very well, the column shift manual gearbox easy to navigate. Very solid underneath and with good panels it has been well cared for. The original upholstery displaying a charming patina. Still very presentable and now a very rare car and most likely will be the only one at your local car show so certainly a vehicle of interest. Now tax and mot exempt running costs are kept to a minimum and with the owners club parts and advice are readily available. A lovely history file with correspondence from previous owners and the original supplying dealer, the original green log book and a large amount of old mot certificates all give this Renown some great provenance. Absolutely any inspection welcome. All major debit and credit cards accepted. Part exchange considered. Finance arranged. Free U.K Mainland Delivery. Please contact us for any further information. Lots more pictures on our website. 'Turn Two Classics', Northampton; phone 01788 285 661. Priced at £9,995.



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, members' globe badge for bumper. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 07983 879 424.

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.” The email is:

FOR SALE: 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?**

FOR SALE in Portsmouth: John Washington's TDB 2023 DL, asking £7,995 and looking in good condition. It has seen very little activity for many years, but they have had the engine running.

Sadly the registration, MAR 521, is not going with the car.



FOR SALE: an early TD (Town and Country Saloon) 1800

In Mawdesley, our ex-member Paul Armstrong finds himself unable to keep MSL 546, TD 702 DL, in the style it deserves. He bought it some 14 years ago, and at that point it was running well; but to his regret he has done little with it and now failing health means he has to sell. Currently on Ebay, latest bid at time of going to press only £3,100.

Finally, we are saddened to report the recent loss of members Edward Potts of Prestwich, Manchester, and Eddie O'Sullivan of County Wicklow, Ireland.

We also have this sad message from Claire Hawkins in Gloucestershire.

I would like to place an advert for my husband's Renown in the Globe. Mike is still a Club member, but he has severe dementia and is now living in a care home.

My husband, Mike Hawkins, bought his Renown from S. B. William in 1990. It is unfortunately a restoration project that has not been touched for many years and now it is too late for Mike. I am looking to sell it. The most recent registration number is ADM 974A (originally EDY 567). It is **TDB 3360 DL**. The car is in South Gloucestershire north of Bristol. Offers please.

Contact Claire Hawkins on 07889 144 509 or email claire@brookcottage.info.

Thank you, Claire Hawkins.



Any reasonable offer will be considered.



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