



THE GLOBE

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Would you like to come and explore?

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS

Website: <http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

**MEMBERSHIP SECRETARY AND
MAGAZINE EDITOR**

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For reports through Whats App use 07763 385 685.

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 **Mondays**.

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.

Whats App: TROC can accept initial contact and the sending of images by Whats App using only the number given above (the Editor's), but our preferred means of contact with members are **email** or (at the appropriate times) **landline telephone**, using the contact details given above. We thank our members for respecting the privacy of Club officers.

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.

EDITORIAL

AGM – IMPORTANT – PLEASE READ

Dear TROC Members,

The Officers' Reports and club financial statements for 2022-23 are enclosed in the following pages, and we cordially invite all members to check them through and ensure you are happy with the running of the Club. If you have any questions, ideas or contributions to make, or just wish to spectate, we shall be delighted to see you at our **online Zoom AGM meeting on Sunday March 5th at 10am UK time.**

To join the meeting, please email MembershipAdmin@TROCltd.com, from the email address you intend to use for joining the meeting, and you will be sent a Zoom invitation a few days before the meeting. If you have any questions or matters you would like to be raised, please include them in the email. *All members are very welcome to attend, and the Zoom meetings we have held in the past two years have been friendly, productive, and nothing like as boring as you might expect.*

Another key event for your diary is an invitation to Lincolnshire on **Drive-It Day (April 23rd)** to visit our member Colin Copcutt. Colin has a fascinating collection of railway memorabilia, including working engines on a section of track. He has a background in railway engineering, and was also for several years our Technical Officer for the TD and TDA models (he has one of each), so if you have questions – bring them along. The location is quite remote, but Lincolnshire's level lightly-used roads make the perfect driving environment for our cars, if you decide to turn up in your Razoredge. You are still very welcome to come along, however, if you're in a modern or an alternative classic. Light refreshments will be provided by the Club, and toilets will be available. A directions sheet and safety information are enclosed with this Globe for all members in England and Wales; **if any other member would like this sheet, contact the Editor.** There is more information on page 132.

There was a nice article in *Auto Antics – October 2022*, the newsletter of the Sunshine Coast Antique Car Club of Brisbane, Australia – which was passed to us by members Denise and Tony Allen. It gives a history of the Town and Country Saloon / Triumph 2000 Saloon / Renown / Limousine marque, illustrated with pictures of Tony and Denise's own TDB, recently bought back to pristine condition.

Finally – **did you recently buy some old photographs on Ebay**, showing an assortment of different Razoredges? We had hoped to snaffle them, but the price started to soar and we worried that we might have been bidding against a member. If you have them, please contact the editor!

Editor

We welcome new members:

- 1306 Kevin Blackshaw of Hull, who has purchased a car we have not seen for a very long time: TDB 5516 DL, KNP 151. This car was previously in the Club in 1975, with founder member number 4, David Groves. It looks in excellent condition – see page 141.
- 1307 Amitava Saha, Kolkata, India, with TD 644 DL, briefly UK registered as GDU 460; now in need of much work. This very early TD is the second one we are aware of in the sub-continent. See p141.
- 1308 Manfred Predanitsch, in Austria, who has purchased MBJ 675, TDB 6324 DL, previously owned by our member Mick Kerton.

Our cover pictures for this issue:

Front – A private collection at Silverleaf, Lincolnshire, has an Open Day for TROC members on Drive It Day, April 23rd. Details on page 132. Photo credit: John Bath.

Rear – Aston Street, Birmingham: a densely-packed car park in 1952. Grab a magnifying glass, and turn to page 139.

**Triumph Razoredge Owners' Club
Annual General Meeting, Sunday 5th March 2023 at 10:00am**

Agenda

Opening remarks	Bob Hobbs acting as chair of the AGM
Confirmation of Committee Members - including Paul Collard and Chris Blackman	
Secretary and Treasurer's Report	Bob Parsons and Harry Beacall
Spares & Technical Advice Report	Bob Hobbs
Continuation of Spares Service	Bob Hobbs and Paul Collard
Membership & Editor's Reports	Roger Stone
Historian's Report	John Bath
Website development	Chris Blackman
Future Club Activities	Bob Hobbs, Mike Sampson and Tom Robinson
Any Other Business	Open discussion (through the Chair please)

Date of next AGM – March 2024, to be notified through the Newsletter

OFFICERS' REPORTS AND ACCOUNTS**AGM Introduction and Review of the Club****Bob Hobbs**

The past year has passed without so many restrictions due to pandemics. The hot dry summer allowed us to use the cars more but of course had the worries of them overheating. Our rally had quite a good attendance. The venue was good for railway enthusiasts though some of us were disappointed with the "events" catering at the cafe as the food choices were very limited compared with their usual menu options.

The committee has expanded with several new and younger members offering their expertise. Following the repeated calls for support for running the spares operation, Paul Collard was brave enough to volunteer to take on this role.

Harry Beacall was coopted last year to use his experience with other clubs and develop our Club's appeal to a wider range of members and also to shadow Bob Parsons treasurer role. The need for this latter duty has arisen following Bob's illness last year.

Chris Blackman joined the committee with the specific responsibility to progress the development of the Club's new web site. Roger had been undertaking this role but felt that matters would progress quicker if somebody with more web design experience and more time than he could devote could take over the task.

TREASURER'S & COMPANY SECRETARY REPORT**Bob Parsons**

Never in my wildest dreams in the 1970s, did I imagine I would still be presenting these accounts in 2023. Sadly my TDC languishes in my garage, still awaiting its refurbishment because I so easily succumb to the next project/ family pressures. I hadn't intended to bare my soul, but that's what age does to you. I can imagine lots of the membership nodding heads in agreement.

Overall our finances are in good shape with healthy bank balances maintained at the year end (£30,757.77 for Spares Ac & £5,428.74 for General Ac). Stand out expenses are the ever increasing cost of postage for hard copies of the Globe, the calendar and the dispatch of spare parts at the buyer's expense. The purchasing of spare parts/refurbishment has declined, and with the recent emergence of barnfinds, our focus may well be on replenishment of stock.

The usual returns for Companies House and insurance premiums have been met, surprisingly at the same rate as the previous year!

T.R.O.C. LTD GENERAL ACCOUNT 2021 and 2022					
EXPENDITURE	2021	2022	INCOME	2021	2022
Globe incl printing & dispatch	£ 3,720.22	£ 3,919.12	Money at Bank 1.1.21 + 22	£ 6,048.00	£ 5,869.69
Stationery + postage	£ 254.46	£ 575.89	Subscriptions (incl joining fee for new members)	£ 4,880.87	£ 5,235.81
Zoom Meeting + Rally costs	£ 580.44	£ 200.72	Nos of Ordinary Members	140	137
Gift / Donation / Bequest	£ 159.47	£ 100.00	Nos of O/S Members	37	37
Payment to Spares No 2 A/c	-	£ 115.75	Nos of Assoc Members	2	2
Club advert	-	£ 474.00	Nos of Honorary Members	6	6
Web design + maintenance	£ 195.00	£ 327.50	TOTAL	185	182
Repayment of Subscription	£ 57.00	£ 10.00	Recd on behalf of Spare A/C	£ 20.00	£ 115.75
FBHVC Membership + DVLA Investigations	£ 84.59	£ 75.50	Adverts / DVLA Car Registration	£ -	
Data Protection Fee	£ 40.00		Sales of umbrellas mugs + diagrams	£ 12.00	£ 12.00
Paypal fees	-	£ 6.03			
Sub total	£ 5,091.18	£ 5,804.51		£ -	
Money at Bank 31.12.21+22	£ 5,869.69	£ 5,428.74	Bank interest	£ -	
	£ 10,960.87	£ 11,233.25		£ 10,960.87	£ 11,233.25

T.R.O.C. LTD SPARES ACCOUNT 2021 and 2022					
EXPENDITURE	2021	2022	INCOME	2021	2022
Spares Purchased	£ 4,986.42	£ 1,746.84	Money at Bank 1.1.2021 & 22.	£ 31,681.38	£ 29,352.67
Postage	£ 458.78	£ 1,485.60	Spares Sales excl p+p	£ 4,257.20	£ 3,955.82
Transport costs	£ -	nil	From Gen A/C for spares sold	nil	£ 115.75
Manuals, Stationery & stamps	£ -	nil	members postage for spares sold	£ 458.78	£ 1,485.60
Rally tent, banner & sound system	£ -	nil	Members credits on goods	nil	nil
Spares storage works	£ 560.88	nil	transfer from No1 A/c	nil	nil
Refund on deposits	-	nil	Donation	nil	nil
Companies Hse Registration	£ 26.00	£ 26.00			
Liability Insurance	£ 578.14	£ 578.14			
Directors Liability Insurance	£ 314.47	£ 315.49			
Leaving gift, IT advice	£ 100.00	nil	TOTAL	£ 36,397.36	£ 34,909.84
Transfer to Gen A/c subs	£ 20.00	nil			
SUB TOTAL	£ 7,044.69	£ 4,152.07	STOCK AT COST		
Money at Bank 31.12.2021 & 22	£ 29,352.67	£ 30,757.77	31.12.21	31.12.22	
			1.1.21	1.1.22	
					£ 65,924.00
					£ 63,715.00
					£ 65,195.00
					£ 65,924.00
TOTAL	£ 36,397.36	£ 34,909.84			

Membership Secretary Report**Roger Stone**

Our membership continues to be steady, after two years of confusion caused by the special conditions of the pandemic. We have currently a total of 182 members, 35 of whom are overseas. The number of members taking the newsletter by email has risen to 65, and this is a big help to the club's finances through savings in postage.

Our current rates of subscription, last revised in 2018, remain at £30 annually for members who have the postal newsletter (£35 overseas), and £20 for those who have email newsletters, world-wide. This income meets the needs of the printing, posting and sundry other outgoings from the general account. We are confident that this level of fees represents good value compared with other similar clubs, and that is sustainable at this rate, going forward, unless there are drastic changes to our costs.

Spares Secretary Report**Bob Hobbs**

There has been a steady flow of spares from the shed. Unfortunately in late May my father-in-law died. As my wife was the eldest child and that we lived only half a mile from where he used to live, it fell to us to get furniture sold, charity shops filled and the house ready for sale. This took a vast amount of our time during the period from his death till October and the spares operation had to suffer the consequences with quite a number of orders being delayed. I apologise to those affected by this but as you all know, family comes first.

On a brighter note, we now have a new supply of door shut rubber mouldings and rubber running board strips. I am about to order more of the stainless steel end caps for the running board strips as stocks are low at the moment.

It is good to see that there are a number of cars now being given restorative attention. We have even heard from India that a car may be rescued from an imminent conversion to tin cans!

Technical Advice Secretary Report**Bob Hobbs**

A steady number of calls for problem solving have been made during the year. It is our intention that the "Members Only" section of the new web site will soon have a broad range of articles on technical matters. For quite some time I have produced articles for the Globe on a range of subjects and also email responses to members seeking help. These various articles and emails are going to be published but the emails will need to be refined to ensure that there is no information that is related to an individual member's identity.

Editor's Report**Roger Stone**

We have again produced six editions of the newsletter, plus our successful third annual calendar, which is well-supported by members submitting photographs. The information and general content of the newsletters has been varied, and feedback from members has been positive. The timing of the editions continues to be problematic, for a variety of reasons, but we have nearly always got the posting into the correct month. It is intended to improve the timing in the year ahead.

We continue to welcome letters, reports, photographs and other material supplied by members, and this is a valuable contribution to the production of newsletters.

Website Co-ordinator's Report**Chris Blackman**

The Club's website at <https://trocltd.co.uk/> is in the process of replacing <http://www.trocltd.com/>. We are indebted to Dave Lovett for operating and maintaining the "dot-com" site so effectively throughout its life. The "dot-co-dot-uk" site is now largely complete and usable. It is hosted and built with the WordPress package, which although having some limitations, is easy to use and generates a very presentable output.

The top of the front page of the new site displays a slide-show parade of Razordegés. Also on the front page are pictorial links to various other sections and features, as well as a drop-down menu of the links.

Information and images of general interest are immediately accessible to public viewers. Some technical materials, links to The Globe Magazine and to the embryonic Register of Razoredges are within the password protected Members' Section. The Password for this is currently **letmein**. It is intended to refresh this at intervals, with any new password being publicised in The Globe Magazine.

Comments, corrections, and contributions of, or suggestions for, content are always welcome. The to-do list is currently quite extensive so please be patient! I would like to offer my grateful thanks to Roger Stone for setting up the initial pages, and for his guidance in the vagaries of Wordpress.

Historian's Report

John Bath

DVLA - lost registrations

Whilst there has been no activity in the last year for lost UK registrations, TROC has helped Austrian member Alfred Brandt with his battle against bureaucracy involving the local equivalent of DVLA, with a "birth certificate" (or extract from the production records for his car) from our usual source, David Groom of the Standard Club. But David kindly provided this document to Alfred, via our Club, for free and to show his appreciation, we received a donation to the Club of £25 for this very first intervention for an Austrian-registered car. Alfred had said he would pay whatever it took to achieve this result.

Research

Ross Alkureishi – a name not known to me – approached TROC for peer review of his forthcoming Triumph history book relating to our cars, following on from his first book on MG's – prepared in both cases to coincide with the Triumph -MG Centenary this year. My input was completed last October, but no further news on the book's publication date yet. I will report back once I know, but (untypically in my experience), I have been promised an advance copy of the book.

Guernsey RE's – thanks to Tom spotting 2 great photos of pre – Renown RE's on eBay, both taken (we now know) in St Peter Port, I managed to secure the co-operation of The Guernsey Press to appeal for information via their readers letters column. Although I heard nothing from the newspaper, I was so lucky to get responses from two local correspondents, giving very different stories behind the photos, resulting in not one, but two articles in order to cover all the details I was able to gather by phone or email. Suffice it to say we now have photographic evidence of no less than four historical Guernsey-based REs - instead of just one before.

Continuing with Zoom for Committee Meetings and the AGM

Mike Sampson

We continue to use Zoom for our committee meetings as this has now proved itself to be the best way of having regular discussions without the necessity for us to travel around the country for physical meetings as we used to. Regular meetings have become increasingly important for us to be able to react, as a group, to the changes that the club is going through. This includes the development of the new website, the ongoing reorganisation of the spares facility, organising events and the general progression of the club. We held 8 committee meetings in 2022 plus the AGM contrasting with times prior to the pandemic when we had just 2 meetings each year.

After the trial run for a Zoom AGM in 2021 this again appears to be the best format for the meeting encouraging many more members in the UK and abroad to attend and contribute. It takes much less time and effort to attend than taking a day out and travelling many miles to a meeting place. This was something that put members off from attending in the past and the upturn in numbers of attendees underlines the benefit of meeting this way. Zoom represents very good value for us as a club with an annual subscription costing less than a single physical meeting pre- pandemic.

NATIONAL DRIVE IT DAY 23RD APRIL 2023

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 heritage transport on UK roads.

This year TROC has organised a meeting for members at the Lincolnshire home of Colin Copcutt. Colin has owned and run Razoredge cars for more than 40 years and has a running TD and a TDA under restoration. His property is also the home of a 2 foot gauge railway built over the last 7 years. There are 10 historic internal combustion powered locomotives dating from the 1920s to the 1970s.

There are many rural roads in the area which are ideal for a leisurely run in a Razoredge car. There are a number of other places to visit locally.

Food and drink will be provided.



Because of the nature of the visit, a 'drop-in' approach is suggested; arriving at any time between eleven am and two pm would be suitable, and we shall aim to leave Colin in peace by three.

Please note the safety guidance which is printed on the road directions slip, enclosed for all members in England and Wales. If any members from farther afield are in the area and would like the directions, please contact the Editor.

Drive It Day & Ride It Day 2023

As we commence our journey in 2023 you may wish to purchase your Drive It Day and/or Ride It Day plates in readiness for Sunday 23rd April 2023. You can display your vehicle plate all year, it's not just for one day! You have six variants to choose from...

Prices start at £10.00 for the standard plates and £30.00 for the platinum version. As before, all profits from the sale of our fundraising vehicle plates will be donated to Childline® so they may continue to run their vital service.



How to order

Please visit www.driveitday.co.uk and follow the online prompts. Alternatively, if you do not have access to an online facility please contact the office directly on **01708 223111**.

We are conscious that postage costs have increased quite dramatically since the start of the year. To assist by not having the postage cost deducted from the amount you pay for a vehicle plate why not request your club or association buy them in bulk from the FBHVC office? They just need to contact me via **secretary@fbhvc.co.uk**. This will ensure the maximum amount of profit can be donated to support Childline®.

FBHVC Drive-It-Day charity fundraiser plaques may be ordered whether attending at Silverleaf or any other activity.

WHAT ELSE IS 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.

Friday February 10th 2023

Drive Your Triumph Day – Sir John Black's birthday. Rye Livingston in the USA encourages us to drive our cars and send a picture to him. His website publishes all the hundreds of photographs. Most are TRs, Stags and Spitfires – which is how Americans tend to see Triumphs. Can we balance the picture a little? Send to driveyourtriumphday@gmail.com.

There is also a Triumph gathering at **Gaydon** with reduced entry to the museum for those who would like to attend there. If any TROC member intends to go – **please let us know.**

Sunday April 23rd

11am – 3pm

(Suggested last arrivals: 1:45)

TROC Drive-it-Day outing to our member Colin Copcutt's **Silver Leaf Poplar Railway, Lincolnshire..** Colin has a fascinating collection of railway memorabilia, including working engines on a section of track. He has a background in railway engineering, and was also for several years our Technical Officer for the TD and TDA models (he owns one of each), so if you have questions – bring them along. The location is quite remote, but the level, lightly-used roads make the perfect driving environment for our cars, if you decide to turn up in your Razoredge. You are still very welcome to come along, however, if you're in a modern or an alternative classic. Light refreshments will be provided, and toilets will be available. Directions are enclosed.



CLEVEDON LIONS ENTRY FORM
 For the Annual Classic Vehicle Event on Sunday 23rd April 2023
 for vehicles at least 25 years old - cars, light vans, motorcycles and scooters welcome



Sunday April 23rd

Sunday 23rd April 2023 - meet at Cadbury Garden Centre, CONGRESBURY BS49 5AA at 10.00 a.m.
 Scenic Run starts at 12 noon, finishing at the Salthouse Fields, CLEVEDON – Vehicles to stay on display until 4.00 p.m. please

BOOKING FEE – If you pre-register £15 per vehicle, or on the day registration £20 per vehicle – all proceeds and any additional donations will be gratefully received for Children's Hospice South West

May 20th

Walton Hall Picnic weekend – an all-Triumph gathering in our 100th anniversary year, details to follow. Camping possible.

10th-11th June

Celebration of the 100th Anniversary of the founding of Triumph and of MG cars – Silverstone – this is going to be a BIG event. See poster below.

Sunday 30th July

Club Rally 2023, at Milton Keynes Museum of Transport. The date is now confirmed, and you can expect an informative article in the next Globe.

Is YOUR favourite local event listed here?

(Hint – did you tell us about it?)

MG & TRIUMPH 100
 A festival of celebration

EARLY BIRD SALE:
 20% off all tickets booked before 28th February 2023

Join the Standard Triumph Forum of Clubs to celebrate the centenary of MG and Triumph at this event hosted by our friends at the MG Car Club. This weekend festival will feature displays, trade stands and motorsport action from all eras of these two iconic marques.

10 - 11 JUNE 2023
SILVERSTONE CIRCUIT

To receive the club discount enter the code found in your club magazine or online members' area into the promo code box when ordering.

TRIUMPH23

For tickets & info visit:
www.mgtriumph100.co.uk

If any of our members are thinking of going, you'll find that using the code "TRIUMPH23" will get you a £10 per person discount. This is on top of an Early Bird discount if you book before the end of February.

The activities are likely to be dominated by the sporty MGs and Triumphs, but we more sedate Razoredge owners can still enjoy seeing our little brothers and sisters whizzing around the track and having fun.

There will also be plenty of recognition of other Triumphs, pre-war and post-war, and a parade of cars from each year.

If you're going, you might like to contact our committee member Harry Beacall, who intends to be there with his TD. If there is enough interest, we could create a Club stand. Contact details are inside the front cover.

THE TRIUMPH 100TH ANNIVERSARY

From the Federation of British Historic Vehicle Clubs January Newsletter: “We have a lot of centenaries to come over the next few years. The first I will mention is that of Triumph cars. The Triumph Motor Company, founded by the German businessman Siegfried Bettman in Coventry in 1887, started by building pedal cycles, moved up to build motorcycles from 1902, expanded mightily, then bought up the remains of the Dawson car company in 1921. The purchase of the Dawson car company came after much discussion was had between William Morris and Siegfried Bettman. Morris wanted Bettman to buy in to Morris, but Bettman was unimpressed by the conditions placed on the sale by William Morris that ensured he had full control and the new owners had none. Siegfried Bettman, quite a belligerent businessman, decided to go it alone. Triumph’s first light car came with the launch of the 10 /20 in April of 1923.”

Now, 1923 might seem like ancient history, but the development of our post-war Razoredge models came only 23 years later, in 1946; and the Triumph name still carried the associations of a young innovative company. Bettman, then aged 83, was still alive – he died in 1951.

Siegfried Bettmann was a remarkable fellow. President of the Coventry Liberal Association, a Freemason and founder member of Coventry's Chamber of Commerce, he was also a Justice of the Peace and in 1913 became Mayor of Coventry, the first non-British subject to have the position, though anti-German sentiment forced him to step down in 1914. He was, however, a committed British patriot; Triumph made 30,000 motorcycles for the BEF, and he established a trust, named in honour of his wife Annie, to enable young men in Coventry to start up their own businesses.



Sadly, though the Southern Cross and Gloria cars were well-engineered and popular, the company ran into financial difficulties. Bettman had retired in 1934. The cycle and motorcycle branches were sold off in 1936 – Triumph Motorcycles going through several changes of ownership with varying fortunes, but still thriving today. The bicycle branch was bought by Currys, and then sold to Raleigh. These sales were not enough to save the car company, and in 1939 it went into receivership. It was bought by Thomas Ward, an engineering conglomerate in Sheffield, probably intending to make what money it could by asset-stripping, but then the Coventry factories were destroyed by bombing in the war. All that the Standard Motor Company bought from Wards in 1945 was the name; but under Sir John Black’s management it began a new lease of life, with results well-known to us.

It is a remarkable fact, scarcely credible today, that having bought the name at the end of the war in 1945, the 1800 Roadsters and then the TD Town and Country Saloons were rolling out of the production sheds by May and October 1946 respectively. Even with the Standard engine, power train and chassis to work from, it was an amazing achievement. This, mind you, was at exactly the same time that the ‘gentleman’s agreement’ with Harry Ferguson, sealed by a handshake in August 1945, was turning the Banner Lane wartime shadow factory over to tractor production, the first tractors of the half-million ‘little grey Fergies’ emerging in July 1946. The Phase I Vanguard was also on the drawing boards from 1945, although they did not come into production until 1948. What a fabulous time of innovation and change it must have been: the war was over, and we’d not lost, and despite rationing and debt to be repaid to America, they were building a brave new future. The 1944 education act was revolutionising how we brought up our children; the National Health Service was being constructed; British industry was still the best in the world (though America might argue the point); London was the largest city in the world; we could still countenance exhibitions like the 1951 Festival of Britain, echoing the heights of Victorian splendour from a century before. **In that context, if you could afford a Razoredge, you could drive it with pride.**

HISTORICAL THREADS**by Robert Hall, John Bath, Peter Stewart**

From time to time, events conspire to give us cause to follow single threads through the broad fabric of history, offering insights into the lives of our cars and other Club members. When new members join the Club we always ask them for what they know of the history of the car, so as to 'join the dots' and link the car to any other times it might have been owned by earlier members or spotted at an event; or perhaps recorded in one of those period photographs we delight in finding where one of our Razoredges can be seen in its natural setting in the forties, fifties or sixties. I don't ask about the members themselves – "tell me something about yourself" is a rather un-British approach, and many of us are more comfortable to remain quietly anonymous. Quite often, however, we receive unsolicited accounts of how members came to meet and purchase their car, and what motivated them; or their other classic car involvements.

Such a letter is reproduced here, and afterwards we have an investigation from John Bath, Club historian and publicity officer, researching some photographs discovered on E-bay by Tom Robinson.

The letter is from Robert Hall, member 387 (so dating from the early eighties). His car, MWK 6, TDC 1707 DLO, was owned for the first year of its life by Standard Triumph in Coventry, in use as a demonstrator; and was then bought by Harold Watson, who later wrote an article in the February 1978 *Globe* full of praise for the cars. He comments that after he had sold the car, he once sighted it driving through Coventry towing a caravan. Robert Hall's letter tells us more about this.

Dear Roger,

I was surprised and pleased to see a mention of MWK 6 and my name in the August 2022 edition of the *Globe*. When I lived and worked in Coventry, a colleague who had a TDB Renown told me where there was a TDC Renown for sale, and I bought it and drove it home.

In those days I did not live far from the GEC plant where I worked, so the Renown was garaged and only used for visiting relatives and going on holiday. We travelled from Land's End to John o' Groats in the Renown, with my wife and children in the back and our 9-stone Labrador/Alsatian in front with me, where he sat up and admired the view or lay down on the bench seat for a nap.

On a trip to Scotland towing a hired caravan on a narrow country road, the nearside wheel of the caravan dropped into a narrow grass-covered ditch and wedged the caravan against a stone wall, pulling us up immediately. In no time, friendly fellow-travellers arrived and lifted the caravan back on the road so that we could continue. The caravan was later declared a write-off, so when I returned it to the place where I'd hired it I lost my £10 deposit.

I did not use the Renown a lot after the holiday and my work moved me to Leicester, where I now keep it in a double garage. My son Geoff who stayed in Coventry is, fortunately, a motor mechanic, and he visits on Sunday mornings to work on the car to restore it. At present it is standing on four jacks with all the wheels off. Some time ago I fitted a stainless steel silencer and tail pipe and refurbished the dashboard, but work needs to be done to the body.

Yours sincerely – R H Hall.

The idea of a £10 deposit for the hire of a caravan certainly takes us back in time!

The Guernsey Razoredges – Part 1

by John Bath

So far we have only known, by photographic evidence, of a single Guernsey-based Razoredge in a postcard discovered by former Committee member, David Wickens, who kindly scanned it for Club records. This photo will be reproduced again in Part 2, but here are in a wonderful pair of postcards identified by Tom Robinson, without whose search on eBay we would have missed two excellent photographs, glimpses of three of our cars, and moreover, the fascinating stories behind them. The only potential problem was that Tom was about to go on a cruise, so would I please bid to try to acquire the photos?

The eBay item featured two postcards of a trio of “pre Renown” 1800 or 2000 saloons, with Guernsey registrations. Fortunately for readers, I did manage to secure the photos, and at a modest price too, which is not always the case for historic car photos – therefore huge relief all round!

The Guernsey Registration system

First though, a quick note on Guernsey registrations in a system

administered on the island itself. Even today, there are generally *no reflective number plates* on locally



registered vehicles – the plates still feature silver numbers on a black background. This is in direct contrast to Jersey vehicles on which are fixed reflective plates with numbers, always preceded by a ‘J’

Therefore, you might expect Guernsey to have a similar system of numbers preceded by a ‘G’ but in fact, they use a series of numbers only - Gibraltar having got there first with the use of ‘G’ followed by numbers.

Therefore, Guernsey vehicles are easily recognisable.

The involvement and assistance of The Guernsey Press (*‘The Press’*)

In the past, various arms of our local press have been a huge help to TROC, as set out in previous *Globes*, so I emailed *Guernsey Press* with the photos and the story of our finding them, complete with a plug for TROC Ltd. However, the *Press* did not respond to my emails, and I had all but given up when I got an unexpected call on my mobile from a wonderfully enthusiastic long-term resident with an impish sense of humour. That separate story will appear in part 2 which will show yet another Razoredge find, to make a total of five RE discoveries – so far - all on the island.

Who were J H Miller Ltd?

Another response to the *Press* article was from local resident Peter Stewart, and came by email to Roger. I will concentrate on his contribution to the story in this, first part of a two-part article.

Peter’s complete reply concentrated on the J H Miller Company – whose name is clearly shown in the photos on the wall, behind the cars, and which owned the three examples – and is set out below.

“After seeing the photograph in our local “Press” I can give you some information on the company where the Triumph cars are parked in the photos.

I would think that the cars were owned by J H Miller Ltd, but their main line of business was lorry haulage. They had a fleet of various types of vehicles including ex-army four wheeled drive quads which they used for towing of flatbed trailers etc.

In the late 1950s and early 60s I used to collect maize and corn that was imported into Guernsey at St Sampson’s Harbour. The corn or maize was unloaded by a crane with a steel grab and unloaded into a steel hopper.

J H Miller Ltd would supply a four wheeled flatbed trailer which was placed below the steel hopper and the dockers would load the corn or maize into large sacks from a small square chute with a draw plate fixed to the underside of the hopper. The sacks were then tied off and wheeled on a sack truck unto flatbed lorries, and when loaded transported the sacks to the mills in St Peter Port for the production of flour.

I used to collect any corn or maize that was spilt with a dustpan and brush and place it in a small sack, I would then weigh it on my mum’s kitchen scales at home and sell it to people in my district who had chickens.

The lorry fleet was painted in a light green with the wheels painted canary yellow. The premises were situated in Le Charroterie in St Peter Port. I don’t know when the company ceased trading, but the premises were taken over by the Guernsey Tyre Company selling to the general public and commercial businesses, and which also ceased trading a few years ago.

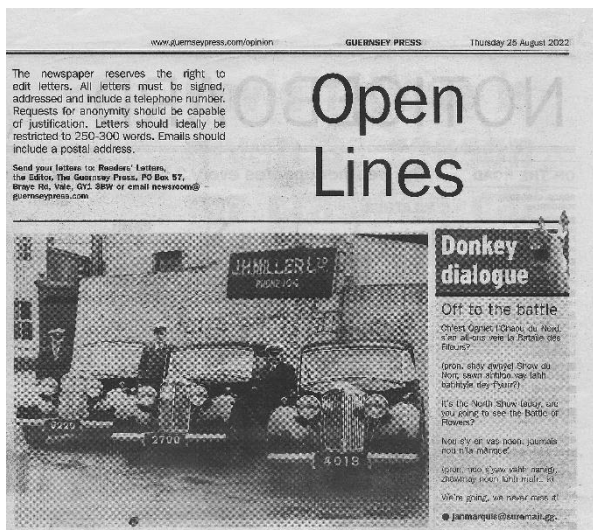
The property was purchased by a local developer and the buildings demolished. The site has stayed unused for some time, but is now to be developed into flats for locals.

I hope this will help you.

Regards, Peter Stewart

Please see below my appeal for information as published in the “*Press*” newspaper reproduced here, with both original photos of the “RE trio” shown prominently. The second part of the story will appear in a future *Globe*.

John Bath – January 2023



Any information on the firm and these cars?

I WAS lucky enough to win, through a recent eBay auction, these two interesting photos of a fleet of early post-war Triumph cars from a chauffeur-driven fleet of vehicles based in Guernsey.

Naturally, they were 'working cars' when the photos were taken, but some 70 odd years later they are regarded as 'classics'.

It seems unfair to keep these to myself, although we will be putting the images in our club magazine, *The Globe*, in due course, ideally with any extra information that your readers might be able to provide about both the firm and the cars.

(They are 1946 to 1949 Triumph 1,200 cc cars, later refined and developed into the better-known but very similar-looking Hornum saloon, manufactured up to 1954.)

They were made in Coventry by the Standard Triumph Motor Company, much better known for producing a variety of sports cars – the 'Rover' and long-running TR series, plus Spitfires and Slags – than rather elegant cars

in the photos make quite a contrast to the sporting cars produced by Triumph for most of their existence. Sadly the last 'Triumph' car was produced 40 years ago this very year, back in 1982, but it was only a 'badge-engineered' Honda, so not even a 'home-grown' vehicle, nor really having any noticeable link with the

Triumph tradition.

MR. Triumph motorcycles are still produced in the Midlands and pre-war were part of the very same firm.

JOHN BATH
 Honorary Historian
 Triumph Razorblade Owners' Club
 Tel. 07897 554651
 www.trioctd.com.

Triumph Razorblade Owners' Club:
 Our club, catering for cars like those in the photos, is the Triumph Razorblade Owners' Club Ltd - the 'razorblade' term referring to the sharp edges prominent in the design of these handsome coach-built cars.

MORE OLD PHOTOGRAPHS TELLING STORIES



This is the large central car-park in Aston Street, Birmingham, in about 1952. You will find a larger size image on the back cover. Your challenge: how many of these can you identify? Somewhere in the picture there are two Razoredges, and a possible third. There are also several Vanguards, and a Roadster. There will be a small prize for the best annotated reply!



Meanwhile – what is going on here? The Razoredge towards the upper right was, hopefully, not involved; but the police presence, the ambulance, the attentive onlookers being held back, and the coach stopped on the crossing – we fear this is not a happy event.

Picture found by Phil Heycock.

TWO VERY EARLY TDs DISCOVERED; MORE NEWS OF OUR CARS

We were excited recently to hear about this very poorly-looking car.



It is TD 324 DL, first registered in Bournemouth in November 1946, making it the oldest Razoredge in the UK, to the best of our knowledge. It has been bought by our member Robin Henderson, who already has one can in need of restoration. A glutton for punishment?

GLJ 36? (part of the reg plate missing) is a Bournemouth County Borough Council registration which started being issued in October 1946 and ran through to January 1947. Whatever the last digit of the plate might have been, the car will have been first registered in November or December 1946; the first Razoredge saloons were built and sold starting in October '46. The commission number TD 324 therefore lines up perfectly with that date.

Gerry Mason, in Bude, Cornwall, has TD 348. This was until recently the oldest roadgoing Razoredge; but earlier this year Erwin Raess in Switzerland informed us he still has TD 302, which appears in

excellent condition. It is for sale, but the asking price is too steep for most British pockets - €34,000 the last time we heard.

We did also know of TD 161 in Switzerland, but that was in poor condition and has now, sadly, been broken for spares. The next oldest is TD is also in Switzerland, Bernhard Ruest's TD 409 DL . (Many of the early cars went to Switzerland because just after the war, that country was the only one in Europe, effectively, not to have been embroiled in WWII, and also there were generous incentives to export, to help rebuild the British economy and pay off our debts to America.)

To those we can also now add TD 644 DL, seen here, which was briefly registered as GDU 460 by the RAC in 1946 before being delivered to a military gentleman in India. After his ownership it moved to Delhi and was owned by someone in the film business; and now it has moved right the way across to Kolkata, in the east. Again, it's going to take a great deal of attention to get this back into condition – but, with the right will, anything's possible. It has been bought by our new member Amitava Saha, and we wish him all the best in taking this on. The engine runs!



Amitava and Robin, if they intend make full restorations or at least to make these into functional roadgoing cars, will need considerable help from club members. The Club has very limited resources in the spares for the TD and TDA models. Amitava has already established that he needs the following, in addition to what Bob has said we are able to provide: TD-size large headlamps; hubcaps, TD air cleaner; petrol filler cap; interior door handles and winder mechanisms; windscreen wiper arms; steering wheel and horn assembly; rear number plate lights assembly; trafficators.

We are aware that some of these can be sourced from commercial or internet routes, but any assistance members can offer from their collections of odd bits will be much appreciated. Amitava has a friend in Cambridge who is assembling a package to arrange to be sent out. The Editor can supply Amitava's Whats App number or email contact addresses, or you can reach him on the Facebook page, if you think you can help.



At the other end of the presentation scale and five years younger is KNP 151, TDB 5516 DL, recently acquired by member Kevin Blackshaw in Hull. This car was one of the founder-members of the Club in 1975, owned by member number 4 David Groves, but which had not been heard of since David left in the 1980s. It is delightful to discover a long-lost car looking so very good. The car was built on September 24th 1951.

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.

MUSINGS ON CAR REGISTRATIONS AND OLD CLUB MEMBERSHIPS

For many months now – years, actually – your Editor has been working steadily through all the past membership application forms, cataloguing them from the original paper forms into a modern electronic spreadsheet. (I rather fear that by the time it is complete, someone will pop up and say ‘Oh, no-one uses spreadsheets any more – you need to transpose it into a neural net hyperglide...’)

In this process, I recently came across the entry of member 518, Donald Jones, who joined the Club in June 1987. He is of interest because his car was **891 ARF**, TDC 1934 DL, colour green, first registered 7/12/1953. Now there are VERY few of our cars registered in the numbers-first format. Car registrations began in 1904 with single and double letters followed by up to four numerals; but by the 1940s nearly all registration authorities had progressed to three letters followed by three numbers. The rate of progress was determined by how many cars were registered in the area, and how many letter combinations had been provided for that authority’s use.

The slowest-issuing authorities were some of the sparsely-populated Scottish counties, as you might guess, and thus we find cars like **XS 7842**, TDC 1266 DL, **which is currently on sale** from Ian Bennett in Oldham. XS was issued by Paisley Borough Council in 1953. They had begun issuing XS 1 in 1904 and were not to reach XS 9999 until July 1956, after which they too started issuing three-letter marks with AXS 1. Another is JM 7350, TD 1874, a Kinross registration from 1948. The car is now owned by our member Stephen Mainwaring in Cheshire, although it has been re-registered since then.

The fastest-progressing authorities were those like Middlesex, which dealt with nearly all MoD registrations during the war. Middlesex merits a whole article to itself, if there are sufficient people interested in this sort of stuff. It is the hero of all registration authorities, standing out like Shakespeare among playwrights, or Ronnie O’Sullivan among snooker-players. Staffordshire, however, got through its allocation even faster because its needs had been rudely underestimated. The responsible authorities in Westminster seem to have assumed that Staffordshire was some kind of poverty-stricken Midlands backwater, which would never have enough cars to register to justify more than a couple of letter combinations. It was awarded only E, then RE and RF. The history of car registration is, throughout, one of the central authority under-estimating demand. “Cars? New-fangled novelties. They’ll never catch on. Toys for the idle rich.” For a hundred years, local authorities were constantly being caught out by demand outstripping the planners.

Local authorities also had a degree of autonomy in how they decided to issue registrations. Some used a separate letter-combination, or allocated blocks of a few hundred, for commercial vehicles; some gave separate letters or blocks for motorcycles. Stafford had more motorcycles being registered than cars, and allocated the whole RE letter combination purely for motorbikes, from RE 1 in 1921 to RE 9999 in 1947. It is the only letter-combination devoted exclusively to motorbikes; you will never see a car with registration RE nnnn. Stafford also achieved record-breaking firsts in other areas, thanks to its miserly allocation of possible registrations letters. It was the first authority to run out of two-letter registrations, having used E and moved on to RF in 1924; and by June 1932 they had exhausted all their two-letter registrations except for the RE motorcycles. Therefore they moved on, and in July 1932 became the first authority in the whole country to start issuing three-letter registrations with ARF 1. Have you ever been a car-number-spotter? Imagine the startlement: ‘Look at that – three letters – is that right?’

The allocation of registration letters, conducted through Statutory Rules and Orders, continued its miserly allowance to Stafford in the face of clear evidence that they needed more, and therefore whilst Kinross and Paisley were still issuing two-letter registrations, Stafford completed its three-letter allocation with YRF 999 in January 1953 – and became, again, the first authority in the country to move on to reverse-allocations, numbers first. After 1-999 ARE they moved to ARF, starting in October 1953, allowing our TDC Razoredge to be registered **891 ARF** in December. An historic vehicle registration, if you are what they derisively call ‘an anorak’.

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.

The Club has recently commissioned supplies of rubber running-board strips and end-caps, which are now in stock; also door seal rubbers. Contact Bob Hobbs in the normal way.

FOR SALE: NBP 445, TDB 6407 DL

Metallic grey, and with the present owner for over 3 years. During that time it has received a reconditioned steering box, rear shock absorbers, refurbished brake cylinders, a new bespoke stainless steel exhaust, flashing indicators a new set of tyres and inner tubes and a new battery. The car also had a major service in the summer of 2022 at which all components and the body were checked over. No issues were identified. Has only been used very lightly since. Older restoration work undertaken by the previous owner includes renewal of the headlining in 1975, a bare metal respray in 2001, sensitive repairs to the leather upholstery and new carpets in 2009.

I am the fourth owner, the car having been first delivered to a lady in Worthing on January 1st 1952. Original Registration Book and Owners Instruction Manual included in the sale along with the original registration and a folder of history, mainly from the last two owners.

Reason for sale; I wish to buy a smaller classic car.

The car is situated in Suffolk. £11,500 or nearest offer. Phone 01379 669308





MoT records show 54,000 miles in 2012, which looks genuine.

FOR SALE from Martin Smith, of Gillingham, OHP 101, TDC 1936 DL. This is a lapsed restoration; the car is complete, but in pieces, and will require considerable work. The sale is forced by health issues. Martin is asking £2,000; buyer collects.



Door cards and other parts are in boxes.

Contact
Martin
on 07757
707 990.



Stephen Horne in Halstead, Essex, has found a Renown bonnet, complete with handles, offered for free; contact the editor.

David Clarke of the Roadster Club has for sale a radiator surround that needs chroming and a radiator for a Renown. "I recently acquired another Roadster and these came within a collection of spares. I am open to offers as they are of no use to me. Located Newark, Notts."



Paul Gibbs offers a failed restoration car FOR FREE – to someone intending to rebuild. This is TDB 2538 DL; Paul's own efforts stalled some while back. Contact him on 01225 481507 or 07881 342 259 for details. The car is located in Bath, Somerset.

RARE OPPORTUNITY: 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: A fine late 1954 TDC is recently onto the market in Essex.



One of the youngest Razoredges in existence!

This car has undergone recent full body-off restoration and respray; amongst the last 40 Razoredges ever built, and first registered on 4/11/1954, after the last car had been made.

TDC 2763 DL

Subframe repainted and injected with waxoyl, fully undersealed, all ash timbers renewed

Cylinder head machined to run on unleaded, steering wheel restored, new head lining, new overriders and hubcaps, new wiring loom, many parts rechromed, red leather seats re-done a few years ago.

Resprayed in Light Grey.

Workshop manual and Handbook included

Thousands spent - selling due to not using car because of other ongoing projects.

Offers in the region of ~~£20,000~~ £17,000.

£15,000

Please contact Andy Kemp on 07983 879 424.

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 the late Dick Mower reproduced in this *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

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. They also have a re-upholstered back seat, looking extremely smart. See also p 66!



See the Triumph Renown Restoration Group on Facebook for contact details.

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: Members may remember reading about our member Tony Norris's purchase and progress pictures with HWX 806, TDA 509 DL. Tony is a professional restorer, and finds business has now become so brisk that he cannot justify spending time on this car 'on spec'. They would be happy to complete the restoration for you - but it would have to be as a paid job. The chassis is stripped and prepared, and reassembly ready to begin. For details of the current status of the car and price, contact Tony on 07817 597 880 or email at Kreativeautomotive@outlook.com .

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

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



FOR SALE 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, 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:

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

My late 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. 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

Any reasonable offer will be considered.



FOR SALE:

This car is in Fyfe, Scotland.

The owner, Alf Cassidy, is asking £4,000. It is advertised on the Facebook Renown Restoration Group, but you can find more about its history on page 116 of our December issue.

It is a 1949 car, he says, so a TDA model? It looks more like a TDB. First registered in January 1950.

