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# THE GLOBE

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Planning our way ahead at the AGM 2023,



and: Triumph Centenary!

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**WEBSITE MANAGER**

**ADDITIONAL COMMITTEE  
MEMBERS**

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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 **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

## MEMBERSHIP RENEWAL THIS MONTH!

Dear TROC Members,

“Ask not how my country can help me, but rather how I can help my country” – it’s that time of year again, when we focus not only on how the Club’s spares, technical expertise, social activities and communications platforms can help its members, but also on **the contribution by which you keep the Club in existence: the annual membership renewal, due on May 1st**. Please check the details on the enclosed membership renewal form, and let us know of anything which is incorrect, or has changed; and please check that your normal annual membership subscription method is active – by standing order for the correct amount, or by making a PayPal contribution, online bank transfer, or posting a cheque. All the necessary details are on the enclosed/attached form.

We also have in this edition some pretty important stuff for the immediate and longer-term future of the Club and Razoredge activity generally: the notes from our AGM, details of several events and activities during the Triumph 100<sup>th</sup> anniversary year ahead, and more news of cars coming up for sale or finding new owners. **Please do find the time to have a look through this edition of the Globe.**

In the context of the ‘FOR SALE AND WANTED’ pages, I have often heard it suggested that many of the items in that listing have been there unchanged for years, as if that means we should give up and remove them. Our Club policy is to stand by the members and ex-members who seek parts or cars, or have cars or parts to sell, and keep advertising them *for as long as it takes* – and eventually, this does bear fruit. For example, in 2015 John Washington, who had been a member from 1983 to 2012, decided he was too old to maintain MAR 521, TDB 2093 DL, any longer, and asked us to advertise it. It had been off the road since the late 80s, and had remarkably low mileage. We made it a front-cover feature in April that year, with further details in an article inside, and began the advertisement which you may remember seeing, for it remained in those pages for seven years. In 2022 sadly John passed away, but prior to him passing it was sold to a private buyer on the Isle of Wight who subsequently sold it to commercial dealer in the South of England who sold on again to a new Club member. We are happy to be doing what we can to help that new member claim the registration from DVLA, and it’s not easy, because at some point someone removed the car’s commission plate – a bizarre circumstance which John Bath had not met before. We hope to have positive news of this in some future edition; but the underlying message is – *TROC stands by its members and our cars, to the best of our ability*. Your membership subs are crucial to this principle.

**Coming up soon:** we have many Club- and Triumph-related activities coming up in the next few months, and a report on the Practical Classics weekend at the NEC, at which we were represented, all covered in the following pages. **First of all, our visit to Silverleaf, this month.**

*Editor*

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**We welcome new members:**

- 1309 Tony Hyams of Radlett, Hertfordshire, who has taken over MXW 770, TDC 772 DL. The MXW 770s are an interesting block of at least four of our cars with consecutively-numbered registrations, three of which are known to survive; they are all very late TDBs or early TDCs.
- 1310 Graham Jacobs of Frome in Somerset, who has TDC 1786 DLO, 342 UXE.

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**Our cover pictures for this issue:**

Front – a Zoom screenshot from the AGM. There was another row of members below the three rows shown here. Hopefully next year’s grid will be five-by-five or even more? See pages 4-5.

Rear – event posters for the Triumph/MG centenary celebrations at Walton Hall and Silverstone.

**NOTES FROM THE AGM (For the full official Minutes, please contact the Editor)**

On Sunday 5<sup>th</sup> March at 10am (for those in the UK – more on that later) our 2023 Annual General Meeting opened.

Present were all nine of the Committee – the list is on the inside front cover of each **Globe** – and nine regular Club members: Graham Beechey, Trevor Scott-Worthington, Phil Heycock, Suzie Singleton, Colin Rice, Jim Fender, Graham Dooley, Kevin Blackshaw, Bill Unger. *There should have been ten, but the request from Tony and Denise Allen, in Australia, had unfortunately landed in my ‘spam’ folder and they did not therefore receive the invitation link from Mike Sampson. This was a very regrettable error, and we shall take care it does not happen again. Our sincere apologies to Tony and Denise.*

Apologies were received from a further six members who would have liked to have attended, but for reasons of illness, prior engagement or time zone were unable to do so. That totals twenty-four members wishing to participate in our AGM, far more than we used to have in the days of physical meetings. We shall therefore continue to use an online platform for our club AGMs in the future.

Bob Hobbs, as acting Chairman, welcomed us all. The election of committee members was advanced to be the first order of business, since we had two new members (Paul Collard and Chris Blackman) co-opted during the year, and it was felt to be important to give them full elected status. The whole committee was re-elected on block for the next year.

We moved on to the accounts and the officers’ reports. These were printed in full in the February **Globe**, so we shall not bore you by reproducing them here. Additional points which were made, however, included:

- Our spares service: we should remember that Bob Hobbs is currently covering the workload formerly shared between three volunteer spares holders, as well as covering technical queries for all models of the car. This has been compounded, at different times during the year, with time-consuming family issues including the death and probate of his father-in-law. We have several cars in the Club having changed hands or undergoing large-scale refurbishment creating demand, and it has been a heavy workload which he will be glad to see the end of, when Paul Collard takes over later this year. Bob will remain as Technical Officer.
- Paul Collard spoke about his preparations for becoming our spares officer: he is happy to be committed to taking this on for the Club, but finding a suitable storage solution for the spares, at reasonable cost, is problematic. Storage container rental is charged at commercial rates and if we cannot find some kind of solution with less expensive space, in the Eastbourne / East Sussex area, this will eat into the spares fund. It is likely we shall then have to charge prices closer to commercial realities for car spares, or increase subscription funding to cover the shortfall. Paul is able to keep small or frequently-needed items at his home, but not the bulky stuff.
- The Club’s other area with big changes is the new website at [www.TROCltd.co.uk](http://www.TROCltd.co.uk), and Chris Blackman is happy to hear from members with suggestions and contributions. He thanked Dave Lovett, our previous webmaster, for the work he has done over the years on the old website, which remains active for the time being. We had an online tour of some of the features of the new site.
- Whilst we are happy that the Facebook “Renown Restoration Group” page provides an opportunity for interested members and non-members (because the page is entirely independent of the Club) to share ideas, pictures and so forth – it is a puzzle that we quite often see Club members seeking advice there, when they have a real expert on call who can answer these

queries with considerably more authority and experience than is available from the well-meaning (but occasionally completely wrong) Facebook contributors. Still, each to his own.

- We looked forward to our **Drive-It-Day outing to Silverleaf**, near Boston, Lincs. Directions and visitor information were given in the February Globe – contact the Editor if you need another copy. Tom Robinson, who has been instrumental in setting this visit up, says that if this trip is successful, we shall be seeking to repeat it with similar gatherings in other parts of the country (the Isle of Wight and West Wales are possibilities), and possibly helping arrange similar for our overseas members.
- Harry Beacall outlined the activities available at the Milton Keynes Museum of Transport site which is the venue for our National Rally this summer, on July 9<sup>th</sup>. Fuller details will follow in the June edition.

And that was about it. If any member would like a copy of the full official minutes, please contact the editor. Next year's meeting will be at the same time of year, early March, and details will be published in the December and February newsletters.

**The Zoom recording of the AGM** is now available on the Club website at [www.TROCltd.co.uk](http://www.TROCltd.co.uk), in the members-only area. The password to access this area is **letmein** – please do not release this to non-members.

### **The Use of Zoom for Meetings**

In case people don't know what a Zoom meeting looks like, the front cover is a screen snapshot from our AGM this year. We didn't look as grumpy as that all the time. I think someone had just referred to something serious.

It is quite a gentle, stress-free experience; it doesn't involve huge technical know-how to set up – so long as you have a laptop, or smartphone, or a desk computer with a camera and microphone. If any additional members would like to try joining us next year, you will be very welcome.

We realise that about 15% of our membership are reluctant computer-users or completely non-computer users, and this pretty much rules them out from participation in these AGMs on Zoom. This is very regrettable, BUT if we had continued to meet in person, at some suitable central location in the UK, then everyone who lived too far from that point would be ruled out – and that's a much larger proportion of the Club. If we generously assume that 100 miles is about as far as any reasonable club member might drive for a committee meeting, then about 80 members are within reach of Gaydon or Coventry; that means 105 members are too distant; 56% are ruled out. Worse, it means *all* overseas members and all the most isolated members are unrepresented, thus adding a bias to our decision-making. Further, the meeting would cost more for room hire and consume a complete day of everyone's time; whereas on 5<sup>th</sup> March this year, we all logged in by 10am and we were free to get on with other aspects of life by about 11:30. The case for Zoom meetings is almost unanswerable.

Even so, we would urge our computer-reluctant members to consider having a go. All it needs is a friend, relative or neighbour who IS more practised in the arcane arts of internet use, and I'm sure they would not object to hosting you. Where there's a will...

**If any members would like to experiment with Zoom**, just to see what it's like, we can have a trial run – just an informal non-business gathering so you can see what's involved in getting to a meeting. Email the Editor if you are interested, and we'll find a convenient date. Your Editor is happy to talk you through the setting-up process, if you are new to Zoom. Contact details are inside the front cover.

## A RAZOREDGE RETURNS TO N E C RESTORATION SHOW

By Harry Beacall

I thought I would share with you the amazing couple of days I have just had the the NEC Restoration and Classic Car Show. My Triumph 1800 Town and Country Saloon was exhibited on the stand of the club I run, Long Buckby Vintage and Classic Vehicle Meet. I was actually quite surprised myself how well she scrubbed up, she looked amazing on the stand.

Over the course of the weekend, so much interest was shown in her. I have potentially recruited 2 new members, and converted a Roadster owner, who has asked me to send him details of any reasonably priced cars that come up for sale.

The location of our club stand was directly next to the Roadster stand, which had the pre1940 Triumph Club behind it, and the Standard Motor Club beside that.

I also spoke to a gentleman by the name of Gordon, who is possibly going to join our club. He has almost finished the recommissioning of his fathers car, TDA 896 DL, registration HBY 598. Not sure if this car is known to the club? [No, but in 1976 HBY 599, TDA 919 DL, was in the Club owned by member 112, Penny Carter. Another consecutive registration! - Ed.]

My car and myself were extensively photographed by Classic Car Weekly magazine. They were interested to hear why someone of my age owns such a car, and I am told to expect a call early next week for an interview, which with the photos will form a feature in a future issue of the magazine.

To finish off the weekend however, my friend Peter Lockley, who is Chairman of the Standard Motor Club, introduced me to a young lady called Charlotte Black. Charlotte is the granddaughter of Sir John Black, and daughter of Nick Black. Incredible, I was star struck! I spent a good time chatting to Charlotte and her partner, who unfortunately is an Alfa man, but had a respect for the legacy of his grandfather-in-law all the same.

I also learned from Peter, that Charlotte and her father Nick have been invited to the **MG/Triumph centenary event at Silverstone** in June by Wayne Scott, who is PR for the TR register and Standard Triumph forum. It would be great to meet Nick too. We shall look forward to it.



Harry's TD 3717 DL; Roadster in the background



Photographs by Harry Beacall

Charlotte Black, granddaughter of Sir John Black, with TD 3717 DL at the NEC.

## NATIONAL DRIVE IT DAY 23<sup>RD</sup> APRIL: CLUB VISIT TO SILVERLEAF

This year TROC 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.

We arrived in straggles during the morning, and were relieved to find the threatened rain showers holding off, and plenty of blue sky for much of the day. Past members Craig Pillans and Irving Dalton were able to attend and we welcomed the chance to renew acquaintance with these old friends. Only two Razoredges were able to appear – plus Colin's own TD and part-restored TDA. These were David Stansfield's Limousine, coming all the way from Coventry, and David Shulver's excellent TD. He has recently re-upholstered the front seats and door cards; the rear seats are still to be completed.



That meant we had three TDs on site, one part-restored TDA, and a limousine – no “normal” TDBs or TDCs at all. A most unusual ratio!

We had a total of perhaps 25-30 people present, and the day passed very pleasantly. Colin gave us a guided tour of his various sheds, engines and rolling stock. In only seven years at Silverleaf, he has achieved a great deal. There were train rides, especially enjoyed by the children, and a refreshments buffet provided by the Club. Ros and Colin provided tea and coffee. We are extremely grateful to them

for their hospitality, and they have set the bar high for others who might considering this kind of ‘garden party’ visit. We have some possibilities lined up, however.



The railway collection includes working diesel-engined equipment from all over the world, much of which Colin has rebuilt or recovered from grievous neglect. Other items he has made himself; and all the two-foot gauge track he has laid himself, using purpose-built tipping wagons. Some of the engines are historically very significant in themselves.



Any other members' Drive-it-Day adventures will be reported in the next edition.

**LOOKING AHEAD TO THE CLUB NATIONAL RALLY IN JULY:  
MILTON KEYNES MUSEUM**

by Harry Beacall

The museum opens from 10:30am, however we are welcome to arrive from 9:30. Once entering the museum carpark, exhibitors should turn almost immediately left onto the rally field, where the Club will have its gazebo erected.



**Entry to the museum is free for the driver and one passenger** of any exhibiting car. They are not usually strict on this, and anybody in the car usually gets in free.

The museum is largely a museum of rural life, with a manor house and many hands-on in exhibits.

Exhibits include: Victorian games room, kitchen, 1940s garden, a recreation of a 1940s street with a pub offering ale and cider, a sweet shop, school room, chapel and cinema. There is a working water wheel, and the heavy oil engine shock is often run.



The transport hall, mower shed, and the telephone museum are favourites.

You can certainly fill a day there, and the attraction with the biggest reputation is the granary area room. Freshly baked cakes and scones, fresh sandwiches and jacket potatoes etc are all at reasonable prices. Be warned though, the bread pudding sells out quickly! So snap it up early.

It should be a great day.

More detail plus directions will follow in the June edition.





## 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.***

**Sunday May 21<sup>st</sup>** **Walton Hall Picnic weekend** – see the flyer, back cover.

**10<sup>th</sup>-11<sup>th</sup> June**

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

**23<sup>rd</sup> - 25<sup>th</sup> June**

**The Standard International Rally** at Daventry – there is expected to be at least one Razoredge present. Whilst Triumph and MG are making a fuss about their 100<sup>th</sup> birthday this year, the Standard marque is quietly senior at 120 years. In many ways the roots of our Razoredge owe more to Standard than to the pre-war Triumphs, so members with a sense of history might like to visit. Tickets are available to members on the Standard Club website.

**Sunday 30<sup>th</sup> July**

**Club Rally 2023**, at Milton Keynes Museum of Transport. The date is now confirmed, and final details will be in the next Globe.

**Is YOUR favourite local event listed here?**

(Hint – did you tell us about it?)

**If any of our members are thinking of going to Silverstone, you'll find that using the code "TRIUMPH23" will get you a £10 per person discount.**

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, please contact our committee member Harry Beacall, who will be there with his TD. If there is enough interest, we could create a Club stand. Contact details are inside the front cover. We already have two other members going – any more?



**We are also running our usual**

**Calendar photo competition**

**this year – if you are out with a Razoredge for the Coronation or other event, or just cruising photogenic countryside, do PLEASE take a high-resolution picture or two to send in.**



North Lincolnshire Aviation Heritage Centre

## TECHNICAL: LED LIGHTS – A DISCUSSION



**Mike Sampson:** I had fitted LED side light/indicator bulbs to the dual filament holders within the side light units on my car. I loved the way they work and keep the car looking original but the bright LED side light didn't look quite right. Classic Car LEDs now produce these 'bulbs' with a warm white light which still has much improved brightness over bulbs, but looks more in keeping with a classic car. The functionality is such that the side lamp goes out when indicating and this is replaced by the amber LED light, much like many modern cars where the daylight running lamp is switched off when indicators are in use (even on German cars).

I've attached a photo with the lamps lit, the original bright white LED lamp is on the driver's side, the new warm white LED is on the passenger side. I'm very pleased with this find, and the service from Classic Car LEDs – see [www.classiccarleds.co.uk](http://www.classiccarleds.co.uk). The bulbs cost £7.35 plus VAT. The twin filament bulb holders on my car are stop/tail units from a Morris Minor.

This may be of interest. Regards, Mike

**Bob Hobbs:** Whilst LED lights may be considered as out of place on a classic car, there is no doubt that being seen on our roads is becoming more and more important. I usually resort to dipped headlights whenever the roads are shaded by trees or just on dull days. My trip to Germany four years ago required either bright day running lights or dipped headlights as a legal requirement at all times on the roads in Germany.

I have the same arrangement as you describe, of sidelights and flashers in the sidelight with sidelight switching out whilst indicating. This works very well but I am more than tempted to have a brighter sidelight.

Regards, Bob

**Harry Beacall:** An interesting read, thank you. We were only discussing headlights and driving the cars in the dark at our local VSCC pub meet on Wednesday. I've got a couple of cars that run on 6v, where the issue is even worse, but LEDs are definitely the way to go. As well as being brighter, they draw less current.

I see from time to time on Facebook a debate on whether it's legal to replace an incandescent bulb with an LED, the issue being LEDs in headlights not designed for them (or specially designed LED bulbs such as those Classic Car LEDs sell) which have no true beam pattern, and have been known to dazzle other road users. In actual fact it IS illegal to fit LEDs to a vehicle with headlights designed for another type of bulb - **if the vehicle was manufactured after 1986**. A particularly vigilant MOT tester would fail a post-1986 car fitted with LEDs (although I've seen many cars pass). Pre '86 you can do what you like!

Pre '82 you don't even need an MOT any more, which I think is crazy! - Harry

**Bob Hobbs:** A further thought from my own experience may be worth making.

I replaced the original BPF bulbs in the headlights with halogen 60/55 watt BPF equivalent bulbs. The beam pattern remains identical to the original bulbs. When I first took over the Triumph from my father in 1965 I was making lots of night time 100 mile trips between home and university - mostly on A roads but a few B roads. Trying to see the kerb's or verge's position when there were oncoming vehicles led me to fit a pair of proper flat beam shape fog lights. This helped enormously but the local MoT testers always angled them down really low as they contravened the lighting regulations.

Moving on many years to the wedding trip to Germany four years ago, we were followed by some friends who were in a modern car (carrying some spares just in case). We had booked into hotels for a number of locations, most of which were in rural areas and at which we were arriving in the dark. I have a very vivid recollection of driving down a steep hill in a forest with lots of bends, in the rain and with lots of Germans in a hurry behind and coming towards me. Trying to see the right hand edge of the road was the stuff of nightmares! In the end I asked our friends to lead the way so that I could more or less just follow their tail lights and hope for the best. The halogen bulbs that I have are supposed to be "ambidextrous" and suitable for either right or left hand drive use. Don't believe it! There is lots of light, but not to the sides as with a modern reflector/bulb combination.

With the way that our headlights mount, one could perhaps have a servo motor control to swivel the lights to follow the front wheel angles. Lots of modern cars have a similar feature either with the main lights or auxiliary lighting. A new project for the winter maybe... - Bob

**Mike Sampson:** Thanks for your thoughts on LED lighting. My main reason for looking at this was in line with Bob's view that brighter lighting helps us to be seen on the roads particularly as road users have become more used to seeing cars with daylight running lights. I don't think that changing the headlamp bulbs would be of much benefit unless you do a lot of night driving where LED lights may provide more usable lighting. I haven't tried this on a classic car but LED lights certainly work very well on modern cars.

As Harry says, the LEDs use much less power than bulbs which also helps the electrical systems in our cars, and that, coupled with increased visibility on the roads, sells it to me. I'm now going to fit a set of bulbs to the Minor.

I'm not getting much use of the cars at the moment as the local farmers have resurfaced the roads around here - there can't be much mud left in the fields - and to think we had drought conditions not so long ago!

Regards, Mike.

**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.

## OLD PICTURES

By Tom Robinson

I was sent this picture taken at the Wellington Arch at Hyde Park Corner when the Queen had opened it to traffic to ease congestion. It's from a book called Britain in Pictures.



For over thirty years, over a thousand enprint images of Sheffield's street scenes from the 'fifties had lain undisturbed in a drawer. *'I did not know they would be of any interest to anyone'*. How often have you heard similar remarks? Yet only recently, has such a hoard has been unearthed and thanks to sympathetic relatives, the work of a distant uncle is now being given the attention it deserves.

I have been fortunate to look over the first batch to be scanned, as can be expected, street scenes depicting our cars are extremely rare, but one has surfaced that I thought I should share with you.

The misty scene below is Elm Tree in the southern suburbs of Sheffield. Surprisingly, this spot stands at 650 feet above sea level.

What appears to be a Cotman Grey TDC can be seen in the traffic queue but look at the size of the Wolseley saloon two in front.

Because the tram tracks in the foreground have recently been covered over and there is a tram in the distance on another route, I can date the photograph



between 7<sup>th</sup> April and 6<sup>th</sup> October 1956, therefore the TDC must have been quite new at the time.

So, keep persevering in your search for street scenes featuring our cars. It is amazing what continues to turn up.

This is a very interesting registration: VT is Stoke-on-Trent, and they only started issuing VVT in January 1955. Since the cars stopped being produced in October 1954, this must be amongst the last registered. Sales were slow at the end, however, and it's known the date of registration was often months after the date of building. I don't know of any other first registrations from 1955, and Tom Robinson says when researching Stoke registration records he stopped at the end of 1954, assuming that was the end. DVLA have no record of this car surviving today.



Dominic Street is in Penkhull, Stoke-on-Trent. Image courtesy of Stoke City Archives.

### Finally – not a photograph, but a print of a fine painting by Malcolm Root:



Our member Malcom Banyer commissioned this from the artist, who is a friend, to commemorate the last running of the Midland and Great Northern Joint Railway.

The Razoredge shown catching the sun alongside the magnificent locomotive is Malcom Banyer's own car, TDC 808 DL, the same one as shown in Malcolm Root's better-known picture, the 1950s picnic in the meadow, which was also made into a jigsaw. For that painting the colour of the car was changed to black, but here it is seen in the original colour.

Unframed prints of this painting are available from Malcom at only £18.50

including postage and packing. They are 14" by 8". Contact him at [malcolmbanyer@gmail.com](mailto:malcolmbanyer@gmail.com) or on 01692 650 056; and you can learn more of the railway at <http://www.mgncircle.org.uk/railway.html>.

**OUT AND ABOUT**

By Graham Sinagola

I attended a small car show on Easter Sunday, at the Anderton boat lift, Cheshire. It is also known as the Cathedral of the Canals. I only found out about this event the day before, so couldn't let you know in advance for the Globe.



APV 546, TDB 4247 DL Photo: Graham Sinagola

The boat lift, at Northwich in Cheshire, has recently reopened after a seven-month suspension (no pun intended) for repairs. It can raise a whole section of canal, including the still-floating narrowboat, from the River Weaver fifty feet up to the level of the Trent and Mersey Canal.

**Meanwhile, in Weston Super Mare,** Phil Heycock and Chris Blackman were able to bring together their cars; sadly, Bob Darch, who is also local and had hoped to join them, could not make it on the day.



Tony Allen with a Rover and a Sunbeam Alpine at Sunshine Coast in Queensland, Australia. I assumed in my ignorance that 'the sunshine coast' was a label like our 'cote d'azure,' but no – Sunshine Coast is the name of an actual settlement.



Meanwhile, further south in South Australia, we have a picture from Milang Power Rally, posted on the Facebook Group page by our member Andrew Piggott. Brian Beyer identifies this car as one of the 1800s from Prospect Hill. It was the owner's mother's car and has been in the family since new.

**PLUS:** There is a superb article in *Car and Classic*, spotted by Jim Shotter who drew our attention to it. It concerns the use of synthetic fuel – as opposed to that extracted from oil – and it is **VERY** eco-friendly whilst also allowing the internal combustion engine to survive. Find it here:

<https://www.carandclassic.com/magazine/can-synthetic-fuels-save-the-internal-combustion-engine>

(Did you know Germany is voicing doubts about the EU electric-vehicles-only-by-2035 law?)

We shall be hearing more about this in the future.

## NEWS OF OUR CARS

From the Netherlands we learn of the discovery and disposal of an enormous collection of classics, built up over 40 years. Mr Palmen seems to have been addicted to buying them, which is something we have seen in one or two other collections. There are over 230 cars, including many Italian makes, but also British and American classics. “Italian cars like Alfa Romeo, Lancia, Maserati and Ferrari. Plus, French Facel Vega’s and German BMW’s, Mercedes, and NSUs. The British are well represented with Jaguars, Aston Martins and Rolls-Royces, while American classics include Chevrolets, Cadillacs, and Fords. The collection also features Tatra, Monica, Moretti, Matra, Alvis, Imperia, and Villard.” He had also acquired a number of mopeds, scooters, and the odd tractor.

We are told: “The collection was stored in a church and two dry but dusty warehouses. Mr. Palmen was starting the cars on a regular basis to keep the engines from being seized. Most of the collection is in an unrestored and original condition. He kept the cars how they were when entering his warehouses and he almost did not sell anything after it was added to his collection. He rarely showed the collection to anyone, so very few people knew of its existence. The maintenance was mostly done by himself. You can definitely call it one of the best kept secret car collections of Europe.”

From the full list of auction lots we see a few Triumphs: a Roadster, two more recent TRs, and – yes, one Razoredge. Our thanks go to Peter Badenoch, from Canada, who drew our attention to this.



LAH 686 would be a Norfolk County Council registration from April 1950, so the description as a TDB would match; also the bumpers, rounded but without overriders, the lack of the flaming torch radiator cap and the lever door handles confirm it as an early TDB. In the auction catalogue, lot 192 describes it correctly as a TDB but erroneously dates it as a 1948 car.

The auction will be conducted by Gallery Aaldering of Brummen, on 5<sup>th</sup>-7<sup>th</sup> June, with cars to be collected on 14<sup>th</sup>-16<sup>th</sup>. There are viewing days at the end of May. Email [info@classiccar-auctions.com](mailto:info@classiccar-auctions.com) for further information, and there is a video of the collection [here](#).

**In other news:** TDC 1266 DL, registration XS 7842, was sold late in 2022, but we don’t know where it has gone. This car was once owned by Irving Dalton, who was a TROC spares holder for many years; was a wedding car in Barnsley and then in Surrey, and then moved back to the midlands. It is, we believe, still painted white. We shall be interested to hear of any sightings.



In Surrey, Tim Whitehouse as executor has **RPA 676, TDB 5652 DL**, long laid up; and John Bath is helping with reclaiming the registration with DVLA.





In Hertfordshire, new owner and TROC member Tony Hyams takes over MXW 770, TDC 772 DL, from our member Robin Hewat. Robin is giving up his Renown in order to concentrate on his Roadster interests, and he is becoming the organiser for their main Rally, which takes place in September.



Tony Hyams and Robin Hewat

We are assured that Razoredges will be welcome guests if you should wish to attend the Roadster rally. It will be at Burghley House, Stamford in Lincolnshire – details will follow nearer the date.

Meanwhile in Cornwall, Gerry Mason has been working hard on his collection. “As spring was fast approaching, I decided to get the covers off my Town and Country Saloon

TD348 DL. Because of personal circumstances, it not been out of the garage for well over a year. I had decided to fit four new tyres because the remoulds that were on were showing signs of their age with a lot of cracking in the rubber at the bottom of the treads. With four new tyres ordered, I attempted to drive the car out of the garage, to find that one rear wheel brake cylinder and hand brake cable had seized. After some basic remedial work to free it, I 'limped' the old girl down to my local garage for repairs to be undertaken.



The problem with the older cars is sourcing spares. A call to the Club was unfruitful. I reached out through the Triumph Renown Restoration Group Facebook page for any ideas and a reply confirmed what I thought, that many parts for our cars were also used on the early models of the Triumph Roadster. It makes sense that two cars that were being manufactured side by side in the mid 40's would share the basic components. I managed to find a supplier of replacement seals for the 1800 Roadster, and a day or so after they had arrived my car was back on the road. I'm looking forward to getting out and about with four new tyres and a good (well as good as they can be) and reliable set of brakes. The picture shows my car at the garage in some good company. On the left a Triumph 2000, in the background under a cover you can just see the light blue bonnet of a nearly full restored Triumph TR3. (Shame about the Alvis in the middle!) - Gerry Mason

**ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE**

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

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:** Our member Graeme Beck is selling his ex-Limousine, TDC 2113 LIM, registration YHX 630. He says he is open to offers. It is in bits, but all there.



RATES OF DUTY (see also 6/51)	
12 monthly	0 10 2 1 0 1
6 monthly	0 5 1 0 1 0 1
EXTRACT FROM REGISTRATION PARTICULARS	
Registration Mark	YHX 630
Vehicle Class	1414AC
Make	TRIUMPH
Type of Motor	REARWHEEL-DRIVE
Colour	GREEN
Type of Body	SALOON
Registered by	TROC
Class of Motor	TDC/2113/LIM
Engine	TDC/920/E
Serial	2011 CC
Model	
Country	
Vehicle Weight	
Class	
As at date of last transaction	
Date of expiry of registration	1st June 1980
Signature	[Signature]
	
It is an offence under the Vehicles (Excise) Act 1971, to drive any of the above through Malpas, Penryn & Looe with a weight and load of more than 2000 lbs.	



**WANTED:** Kevin Blackshaw needs a driver's handbook for a TDB/TDC (original not photocopy).

**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.

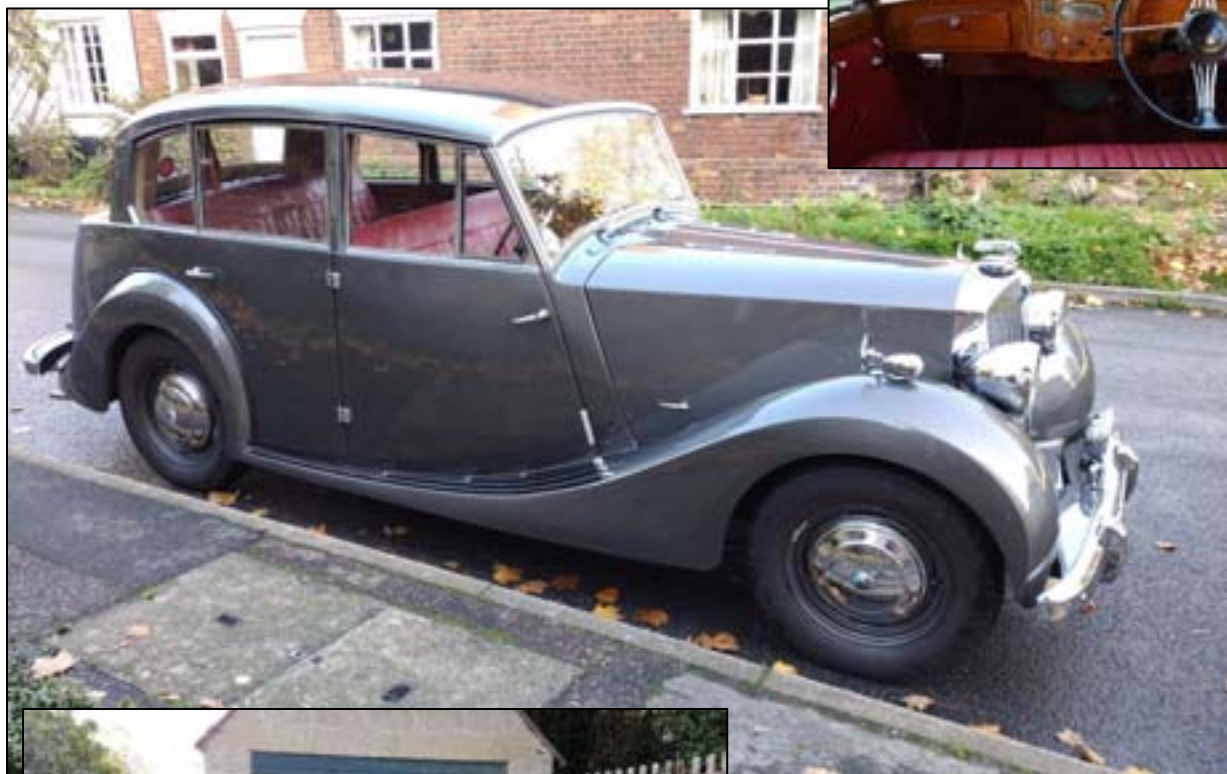
**FOR SALE: NBP 445, TDB 6407 DL**

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. The car has been in TROC since August 1976.



**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

**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.

**FOR SALE: A fine late 1954 TDC 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.

This car was the model from which Lansdowne created their model car.

**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 .

**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

**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 .

**Below**, Dave Goring, the man with the Razoredge pick-up conversion, offers this rebuilt engine from **TDC III 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 the Triumph Renown Restoration Group on Facebook for contact details.

**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](mailto:Kreativeautomotive@outlook.com).

**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).

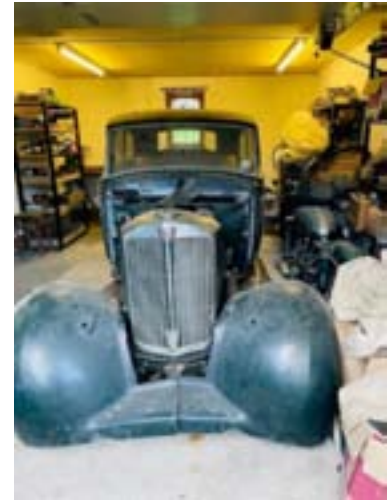
**FOR SALE:** A club member, Ruskin Spiers, is in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for many years in the basement of a block of flats. Ruskin explains: "We've had it since about 1987 and it was put into dry storage 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: [ruskin@ruskin.tv](mailto:ruskin@ruskin.tv).

**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 £3,500. 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 should not it be a TDA model? No. It is TDB 48 DL, made in December 1949, first registered in January 1950. (That does however mean that the overriders and the flaming torch radiator cap are anachronisms.)



# 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 a hot action from all eras of motor marauders.

**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**

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[www.mgtriumph100.co.uk](http://www.mgtriumph100.co.uk)



**STANDARD**



**TRIUMPH**



## THE "TRIUMPH CENTENARY" PICNIC

AND

**MARQUE DAY 2023**

**SUNDAY 21ST MAY 2023**

**THE WALTON HALL HOTEL,**

**HOSTED BY THE**

**PRE-1940 TRIUMPH MOTOR CLUB**



This, the fifth of our picnics, celebrates the 100th year of Triumph car production and everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1980s.

This year's venue is the beautiful Marquee Walton Hall Hotel, Wellesbourne, Warwickshire CV25 9HG and, for those without a picnic, our usual Hogroast, coffee and fresh ice cream vendors will be there. For more information you can call John Lowe, Chairman of the Pre-1940 Club on 07876 619688



1923 10/20



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Pre-1940 Triumph Motor Club Ltd

[www.pre-1940triumphmotorclub.org](http://www.pre-1940triumphmotorclub.org)

