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# THE GLOBE

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Remarkable! Full story inside

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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**

Dear members,

In this edition we celebrate the culmination of a year of Razoredge participation in many events – our national Rally at Milton Keynes Museum of Rural Life. I was unable to make it myself, but all of the many reports I have received – some of which are within these pages – were enthusiastic and very positive. It is to be hoped that this continuing revival of the friendly and family nature of our main Club gathering, building from the success of Avoncroft in 2021 and Quorn and Woodhouse 2022, will continue. Suggestions for the 2024 rally are welcome – the committee will be planning it at our next committee meeting in September.

Do make use of the remaining months of fine weather days to take some good pictures to submit for the **2024 Calendar competition**. We shall be especially keen to feature cars which have not appeared before, and to represent our world-wide distribution, but the quality of the image is the main criterion. Any high-resolution picture (modern smartphone images are usually good enough), reflecting the best of our hobby, submitted to the Editor before November 5<sup>th</sup>, will be considered.

On page 64 we report the rediscovery of a derelict car thought probably lost, in the hands of Louis Barnacle in Kingston-upon-Hull. A bonus here is that Louis is one of the growing numbers of younger Razoredge owners known to us – Harry Beacall, Paul Collard, David and Beryl Goring, Gregory King, Tony Norris, Dave Jones, and several others in their thirties and forties. In Australia, John and Karen Barraud, Alan and Dena Pigdon, Ros and Ian Dimmack, Chris Burgess, Dan Hunter and others. Not all are in the Club (yet?) but, between them, they are the future of Razoredge survival. There is something of a ‘changing of the guard’ going on; many of the founder members of the Club, after thirty or forty years of participation and service, are standing down and we are passing from the ‘My Dad had one of those’ owner generation to the younger generations who value the car simply for its style and the British engineering tradition, and it is on those virtues the marque must depend in the years ahead. Fortunately, its distinctive looks make it stand out, and despite the low overall production numbers we may feel justified in our hopes for the future. It is to be hoped more of these younger owners will see reasons for joining the Club, and will not be put off at the thought that quite a number of us are a little grey and wrinkly. **We NEED you, young ‘uns.** We are aware that the Club needs to continue to change with the times (or die), and we welcome your input. (For a start, we could do with someone with video editing skills who can build and edit our proposed You Tube channel.)

Finally, do take note of the exceptional numbers of opportunities to buy a Razoredge at the moment. There are always numbers of ‘project cars’ available – the slowest part of the market – but this month we have some top-quality cars in very good condition being offered, mostly by long-standing TROC members who find the years creeping up on them to the point where they are unable to enjoy the cars as they used to, and are deciding to pass them on to new owners. If you know anyone who might have a hankering for a Classic with real style, do encourage them to take a look at our website, or let the Editor know their address (email or post) so I can send them a complimentary copy of the Globe.

*Editor*

**Our cover pictures for this issue:**

Front – The remarkable Meccano model Razoredge made by Ed Copcutt. Full story on page 59.

Back – Tom Robinson came up with this fiendish quiz as entertainment for the rally, but we saw no reason why those of you who did not attend should be spared the torture. Some are easy; others will test your knowledge of Standard and Triumph models to the extreme. The answers are inside the back page of this edition.

## RALLY REPORT: AT MILTON KEYNES MUSEUM OF RURAL LIFE

“The quality of cars on Sunday was astonishing and with the missing 2 or 3 who could not make it, I think it would have been one of the largest recent Razoredge showings. Harry, the Milton Keynes museum was an inspired venue, despite the rain later in the day! I have dispatched our thank-you cheque to Joy Craddock.

“Bob H, thank you for your words, and especially your craftsmanship in making my memento - it has pride of place on my desk.”

- Bob Parsons



“I hate seeing photos of myself, but I'm pleased to share the frame with Bob H and the rump of a cow.” – Bob P



Our rally this year was memorable for three significant reasons in addition to the usual chance for the TROC community to come together. Firstly, the recognition of the **48 years** of service as company secretary and treasurer by founder-member Bob Parsons, recorded above. Very few car clubs, or organisations of any kind, can have benefitted so long and so consistently from such patient and devoted service.

Secondly, this is the first Club Rally to have been initiated and organised by the man who also takes over from Bob Parsons as Treasurer: Harry Beacall. Harry is one of our younger members. Whilst the majority of our membership is getting fairly advanced in years – and there's nothing wrong in that; like fine wine and traditional values and classic cars, BUT – we have to recognise that nobody lasts forever. If the Club is to survive, to continue serving its members and supplying parts, passing on technical know-how and experience, and taking every opportunity to raise awareness of this particular marque, we need to be bringing along and welcoming the relative youth and energy of people like Harry, Paul Collard and others. They are the future core of the club and, literally, the driving force.

Thirdly, casting an eye at our 'cars for sale' pages will show other examples of members whose accumulated years mean they are less active, and who realise it's time to pass the car on to someone who can make more use of it, enjoy it out on the road. One such, in June this year, was member Louis Antill, but in his case he decided to make a remarkable and very generous gesture. Rather than sell his car, he wanted to donate it to a good home where it would be valued and enjoyed. Could the Club help?

### LOUIS ANTILL AND THE CAR LOAN SCHEME

We have in the past had cars offered free to someone who would like to take them on, but they are usually 'project' cars, requiring large amounts of work and/or expenditure. Two such examples can be



found in the pages of this edition: one failed restoration currently on offer for free in the 'for sale' section by our member Paul Gibbs, to anyone who would like to take it on; and another, reported in 'news of our cars' which was offered free some years ago, and which we thought was lost, but now is reported receiving attention in Kingston-upon-Hull. Our only previous roadworthy-condition car donation was when member Rodney Evans passed away in 2012, and he had expressed a wish that his car, GSU 850, TDC 1539 DL, should be donated to the Club. This was done, and we made arrangements to have it checked over and sold on the open market; the proceeds were used for the good of the Club. It was sold in 2013 to Thomas Martell, an American serviceman then based in the UK, and unfortunately we have since lost touch with the car which might have been exported to the USA.

However, Louis was hoping for more than a simple sale, and it was Harry Beacall who proposed what we hope will transpire to be the perfect solution. Harry himself has four classics, but only room to house three; and he had therefore loaned out his Morris 8 through the FBHVC-sponsored classic loan scheme. This is an idea by the Federation to help introduce classic ownership to new people who otherwise might not 'take the plunge'. The loaned classics are entrusted to them for a year, and support is offered with technical guidance where required. Harry explained: "The Classic Car loan project, running for 7 years now, is run by Bob Wilkinson, who first loaned his Ford model Y to a younger enthusiast. The project has grown since then, and attracted much attention from sponsors, clubs and owners. Bangers and Cash's Sarah Crabtree and Victor Riley are ambassadors for the project, and I had the pleasure of meeting them both in April at Gaydon. There is a specialist insurance scheme administered by Peter James to cover all parties, and a loan agreement is held by the CCLP between the owner of the car and the loanee. There are now over 20 cars in the scheme thanks to the support of individual owners and clubs, and various clubs such as the Morris register, and Austin 7 clubs have also set up their own loan car project on the basis of Bob's lead. My own Morris 8 is currently in the project and is currently in the custody of a young family close to me.

"Support with the car is key to the successful applicant using and enjoying it, so generally it's recommended that the car goes to an applicant within an easily commutable distance of the owner, although this isn't always the case."

Having had a good experience with the loan of his own car, Harry suggested that Louis might like to see his Razoredge used in the same way. By a fortunate coincidence of geography, Louis lives in Luton, Bedfordshire, and Harry is based in Northamptonshire, so Harry was able to visit and explain the scheme. We shall let Harry continue the story. This communication came from shortly before the Rally:

"Following my first visit to Louis Antill last week, I thought I would update you all on progress. I arrived with Louis shortly after 10am this morning as agreed, and was pleasantly greeted by Louis and his partner Brenda. The pair of them are absolutely phenomenal. Louis at 93, and Brenda at 86, met only fairly recently at a local dance. They dance four times a week!

We headed straight to the garage, and to the car, which I learned today is called "The Duchess". A name that must remain! I swapped in the new battery I had bought along, and the ignition switched on. Louis was keen to see her go, but despite some wilful cranking over, unfortunately she would not fire. In order to give us a little more room, I suggested we roll her out of the garage, which was much easier said than done. The handbrake being left on had caused the new side shoes to stick to the drum, preventing her from rolling anywhere.



Unfortunately the power from the starter was not sufficient to break the bond, even after some 'gentle' persuasion with a hefty nylon mallet. In the end, the winch in my trailer and another timely tap saw the shoe free from the drum, and we were away. I pulled the car out of the garage, and set to work on her.

There was at first no spark, but after cleaning up the points, my spark tester showed a healthy spark on all cylinders, yet still she would not go. After a lovely cup of tea made by Brenda, and Bakewell tart, we got back to work. I disconnected the fuel pump outlet, and cranked her over....no fuel! The gauge read about 1/8th of a tank, however I suspected there was a layer of "gummy" fuel at the very bottom. Unfortunately modern petrol does not last well, and we know the car had not been started for the best part of a year.

I reconnected the pump outlet, and removed the inlet, which I extended with a short length of old hosepipe which I was then able to drop into the top of a fuel can I had bought, which wedged nicely beside the pump. I loosened the fuel pipe at the carb, and cranked her over, and we had fuel! After reconnecting the fuel pipe and a few more turns to fill the float bowl, lo and behold she burst into life. The look on Louis' face was amazing. He was so happy to hear her run he shed a tear, bless him! She was running very sweetly indeed.

I reversed the car down the drive and into the road, where I winched her onto the trailer, Louis and Brenda assisting me along the way. I took the 45 or so miles home steadily, and unloaded her onto my drive. After a quick wipe over and some air in the tyres she's feeling and looking much better.

Over the course of the next couple of weeks, I intend to drain the tank, and clean as necessary, before reconnecting and adding some fresh fuel. At least 2 tyres will need replacing, but I'll likely do all 4. I'll have all 4 drums off to clean up the brakes, give her a good service and clean and get some miles on her before contacting Bob at the loan scheme (also in anticipation of a V5 arriving within the next 6 weeks). There are small areas of paintwork I'll have addressed, but on the whole the car is gorgeous. Ruby my 6 year old daughter has taken a particular liking!

It was great chatting with Louis and spending some time with him. He worked at Vauxhall in Luton for many years, as a "cutter", cutting material for trimming, and he was delighted to see photos of my Vauxhall (although it dates to before his time) and hear that my great grandad also worked at Vauxhall his entire career, as a machinist.

Louis would be very much interested in attending our rally later in the month with Brenda, and I have sent details to her neighbour who would be the chauffeur. I have promised to print and send Louis the many photos I took today, and keep in touch. I have attached a few photos below that may be suitable for the Globe.



I'm so happy I could help Louis, and he was so appreciative and happy, repeating that I had made his day many times."

- Harry

Note the painted headlamps – perfectly correct. The little portholes, however, are a variation by a previous owner, intended to help cool the engine compartment.

## TROC ANNUAL RALLY - MILTON KEYNES MUSEUM OF RURAL LIFE SUNDAY JULY 30<sup>TH</sup> 2023

by Tom Robinson

This site was ideal for our needs and there were lots to see and do within the museum complex.

There were excellent displays of local crafts and items from the local railway works at Wolverton. Superb rooms devoted to local industries were also of interest. For those with an interest in telecommunications, several rooms were devoted to its history. Some vehicles were on display and a huge tram just managed to squeeze into the display hall. A bonus was the excellent tea room which had been recommended by Harry Beacall. We are indebted to Harry for making all the arrangements to ensure everything went off smoothly and this was appreciated by us all.

We had an impressive line up of cars, also two Mayflowers and a Roadster were in attendance. Razoredge cars attending were:

YSK 489	TD 3717 DL	Harry Beacall
JLY 232	TD 2125 DL	David Shulver
NWB 396	TDB 3861 DL	Guy Singleton
BKS 784	TDB 2642 DL	Nathan Baker
NYA 854	TDB 4832 DL breakdown conversion	Tom Dolby
TTD 349	TDC 2222 DL	Colin Rice
KMJ 600	TDC 951 DL	Louis Antill
TFU 509	TDC 2670 DLO	Chris Blackman
LKV 541	TDC 703 DLO	Bob Hobbs
RRB 929	TDC 2126 LIM	David Stansfield

At noon, Bob Hobbs presented Bob Parsons with a memento to acknowledge his 48 years' service as Treasurer to the Club. Bob P will be shortly handing the financial reins over to Harry Beacall.

Among visitors to our field were David and Margaret Wickens. David was an early member of the club and for many years was membership secretary. At one time, he had three RE cars and is now down to one. David told me that it is due for an airing next weekend to visit a local show. The rain held off until about two which gave us ample opportunity to explore all that the museum had to offer.

Patricia and I had stayed the previous night with our family in Woking. On the Sunday morning, we had just covered five miles when we spotted our first razor edge. Jim Fender was making his way to the M25, but alas I gather that he suffered overheating problems and had to abandon the journey. On the way home, we did pass Colin Rice making a fine turn of speed in his car northbound on the M1.



Jim Fender en route, who would have been there but for overheating

It was a good day out at a fine location and once again, our thanks to Harry for making all the arrangements with the museum staff.



THE 2023 RALLY: A PHOTO GALLERY

pictures by John Bath



Proof that we did have good weather for the majority of the day!

Below, a healthy plethora of Razoredges.



Ten or a dozen Razoredges appearing for the rally might not seem very impressive,

and is no match for the 20+ cars which regularly used to appear in the eighties – the record was 27 in 1996 at Stanford Hall – but given the increasing age of the cars and some of the drivers, it is a healthy proportion of the roadworthy cars resident with 150 miles of the venue. We also had 10 at Quorn and Woodbridge station, last year. We should remember that the cars themselves are quite rare items: only 15,109 made in total, a figure which is tiny compared with many classics.



THE CARS

Harry Beacall's TD 3717 DL, previously owned by member Craig Pillans. Craig was hoping to be at the rally, but could not make it due to a heavy cold; he has, however, contributed an article for the Globe which will appear in the next edition.

The other TD was regular attender David Shulver's glittering and badge-bedecked TD 2125, right.



This is TDB 3861, appearing for the first time with new owner Guy Singleton. It was previously a regular rally visitor with the late and fondly-remembered Alan Walton, OSTj.






TDB 2642 was previously owned by a succession of club members from 1984 onwards and by 1991 it was in need of substantial restoration, but is now road-going once more. The car was purchased by Nathan Baker in March '22 from Memory Lane Classics Ltd, Cheshire. The previous owner, Brian O'Donnell, had planned to use the car as a wedding car – an off-shoot business to their main one of restoring cars (mainly Sprites). Covid struck and the plan was stopped. This is believed to be its first Rally appearance, looking very good indeed.

A curious beast: Tom Dolby's breakdown truck conversion TDB 4832 DL, which was extensively featured in the pages of the Globe back in 2017 when Tom bought it. Tom also has a Standard Ambulance and a "normal" TDC in fine condition, both of which have also appeared at our rallies.




Colin Rice's superb TDC 2222 DL, which has the doubtful distinction of being the Razoredge with the highest number of television appearances. For years it was in the background of Fuzz Townshend's workshop in the "Car SOS" series, undercoated white, awaiting any significant restoration action. Work completed, it's now one of the best-looking of our cars.



## THE GLOBE

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“Did you say we’re doing the wrong car?”

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED





Louis Antill and Harry Beacall with the car Louis is donating to the FBHVC Classic Car Loan scheme, TDC 951 DL, which Harry will now manage. The story having been related above, we need say little more here, except to extend, on behalf of the Club and all Razoredge owners, our thanks to both of them.



On the right, the Club website manager Chris Blackman's TDC 2670 DLO, which had made it all the way from Somerset and was probably the furthest-travelled Razoredge on the day. Do you notice the steam train engine just beyond? The Museum was an unending source of interest.



The excellent TDC 703 DLO of Bob Hobbs, the Club's Technical Officer. Keen-eyed observers will note that Bob's car and that of Louis Antill above both sport painted headlights, not chromed. From 26/9/1951 (the last 535 TDBs, from TDB 5966) until 5/6/1952 (TDC 1619), due to the high cost of chrome, Triumph painted the headlights the same colour as the body of the car.

Finally, another regular rally attender, David Stansfield in his Limousine model, TDC 2126 LIM. David is our member who lives closest to the Canley site in Coventry where the cars were built, and readers who wish to discover more of his remarkable history with classics will discover him on the cover of the February 2022 Globe, pictured driving his Model T in which he was 'done' for speeding. Not many people can say that.



Pictures by John Bath



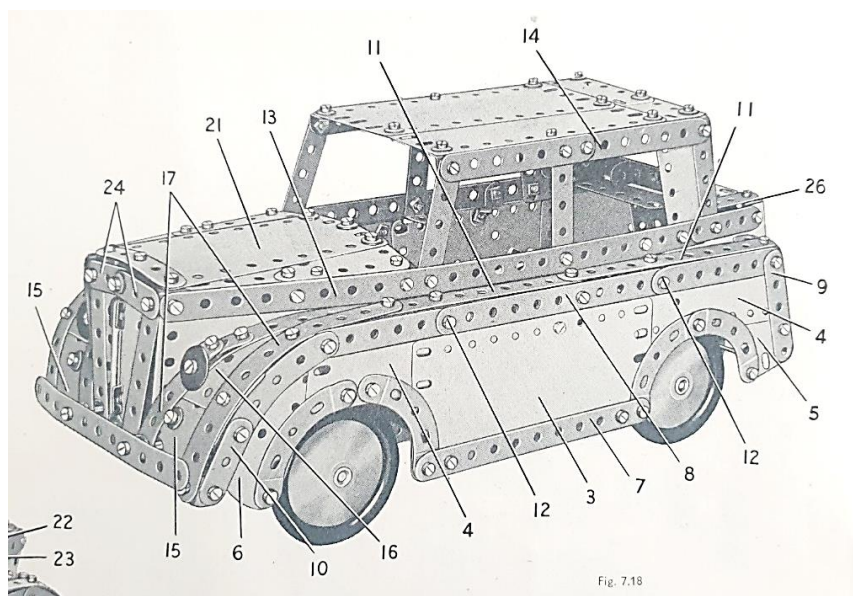
## OUR COVER STORY: A MECCANO RAZOREDGE

by Ed Copcutt



The name 'Meccano' will be familiar to those members who grew up in a certain era, and despite still being in production its use and ethos have both evolved, to try to keep a footing in the toy market of the 21st century. Despite growing up firmly in the Lego generation, I was lucky enough to be able to use and eventually inherit my father's collection of Meccano which included much of my grandfather's pre-war collection, so this is a three-generation kit. The Meccano enthralled me much more than other toys - it wasn't just a construction toy, or a mechanical model, it was both rolled into one. Trips to auto jumbles would often result in more weight of Meccano coming back with us than of car parts, and probably contributed to my pursuing a career in mechanical engineering.

In 1954, a new set of Meccano instruction manuals were published, with a new, larger selection of "modern and up to date" models. The new instruction manual for Outfit 7 contained a model titled "Coupe", which is the spitting image of a Triumph Mayflower.



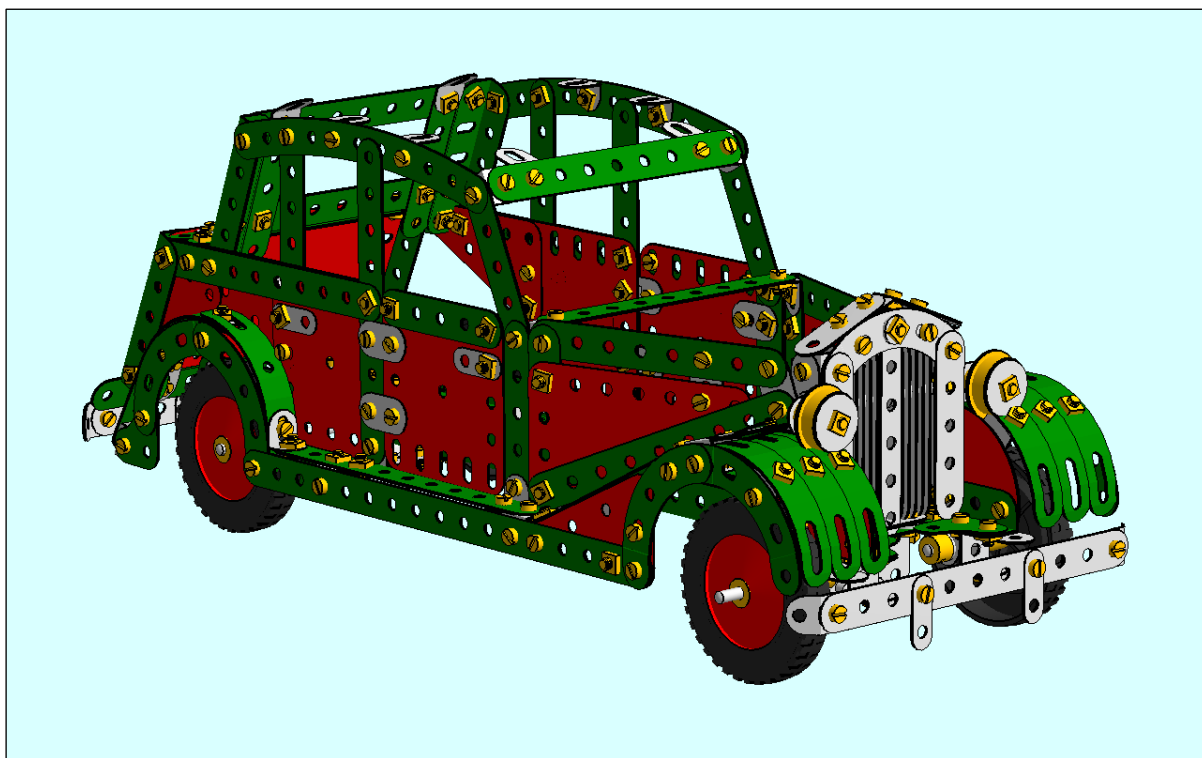
*Model 7.18 Coupe, from the 1954 instruction manual – Author's Collection.*



The Meccano community were early adopters of the internet, with many clubs and individual Meccanomen building their own websites and galleries of models in the early 2000s. Many of these old fashioned websites are still active and being updated - one of these, run by Alan Epslen, contains a detailed version of this 1954 manual model with added detail including seats and basic steering which can be seen on his website: <http://alansmeccano.org/gallery.htm>

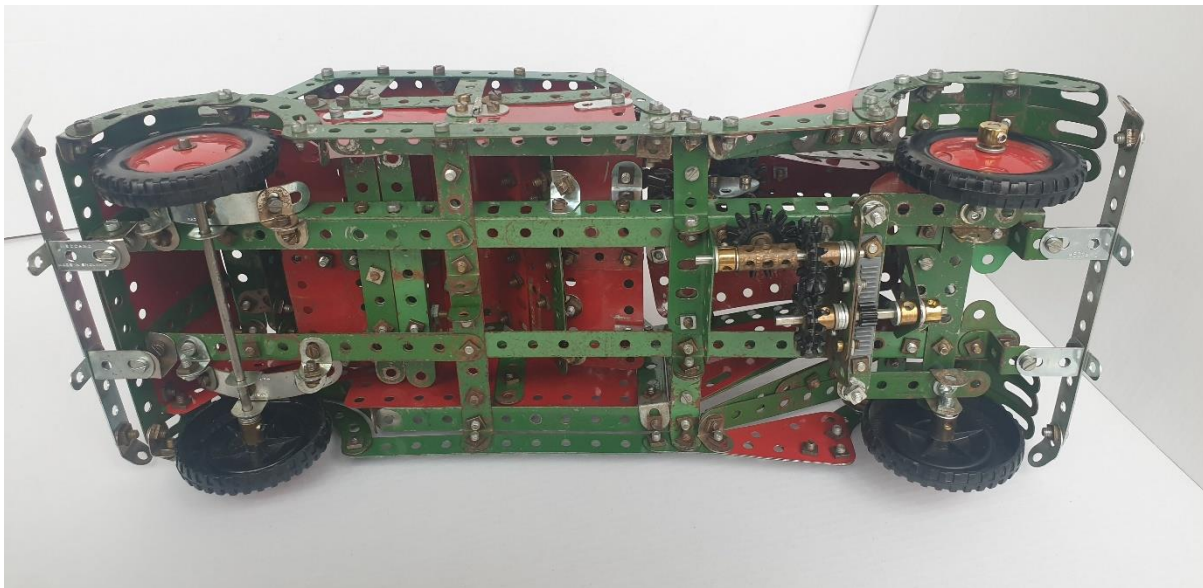
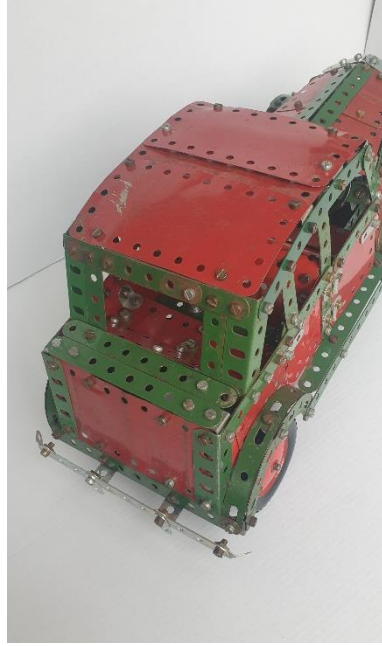
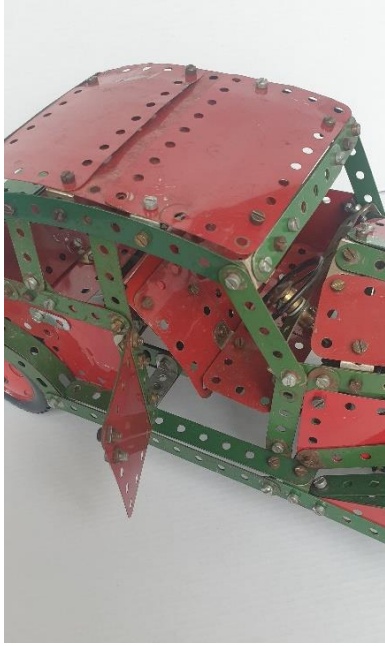
Since the basic shape of a Razoredge is mostly angular, I realised that it would be fairly simple to construct in Meccano without bending any flat plates - a technique common in Meccano modelling, but one which results in your plates being permanently altered and limits re-use.

Inspired by Alan's model, I set about designing a Razoredge using the 3D CAD software I use at work, the standardised nature of Meccano parts makes it easy to compile a digital library of components. Because the look of this model was more important than its function, this approach allowed me to work outside-in, building the bodywork first and a chassis to hold it all together came later. Using a digital model in this way won't always provide a 100% accurate and complete representation, but provided a good starting point and approximate parts list.



*The partially constructed digital model. Features like the front wings and bonnet sides that are angled in two dimensions are difficult to assemble in the metal without using four hands whilst still trying to make it up as I go along.*

My model incorporates crude but functional rack and pinion steering, opening front doors, and can be adapted to include a small Meccano "magic" clockwork motor. With one or two exceptions, I have tried to use parts from the late 1940s, roughly contemporary with the cars themselves - hence the rather garish red and pea green colour scheme, which thankfully never appeared on a full-size vehicle. Should the builder wish to use more modern parts, the "narrow strips" introduced circa 1964 could be used to give a better impression of the Razoredge's distinctive narrow window pillars.



Should any member feel compelled to try and build a similar model for themselves, the author can provide a selection of photographs of the construction, rudimentary instructions (nowhere near the calibre of those from the Binns Road model room though) and parts list.

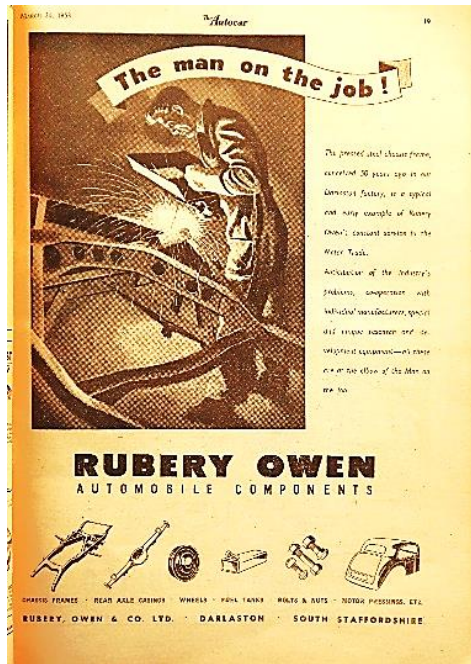
There are several suppliers online for both original and reproduction Meccano parts, and several societies dedicated to Meccano modelling both within the UK and worldwide. Details of both can be found from the International Society of Meccanomen: <http://internationalmeccanomen.org.uk/>

Ed Copcutt, May 2023



### A COLLECTION OF HISTORICAL CUTTINGS

Our Club Historian, John Bath, was recently delving through a collection of old press clippings and came across several related to our cars. He has investigated further, and presents his findings.



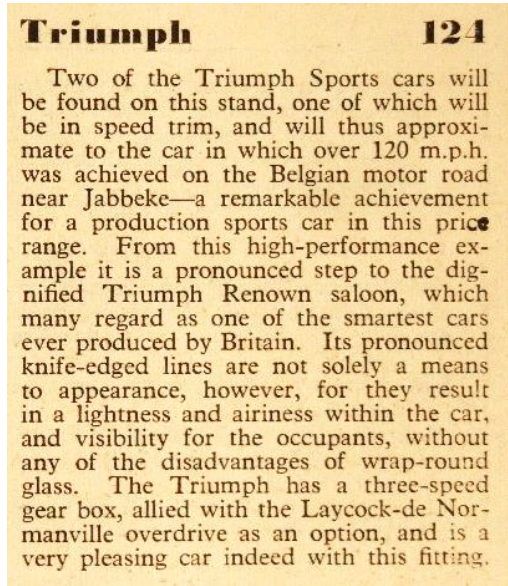
#### Rubery Owen

Rubery Owen bought Motor Panels (Coventry) Ltd from Jaguar during the war. They owned MP until about 1987, then easily their largest remaining subsidiary.

It was sad going to the by now out-of-scale headquarters at Darlaston, with massive wood-panelled rooms and a huge "Trophy Room" with awards and trophies, notably for their BRM racing successes. By then all the large factories supplying the British motor industry had gone, leaving just a few Land Rover dealerships and MoD Trailer manufacturing.

The symbols of what the firm did, seen at the foot of the advert - as a huge engineering combine at that time - include the rear portion of a generic British car (possibly a Daimler Consort).

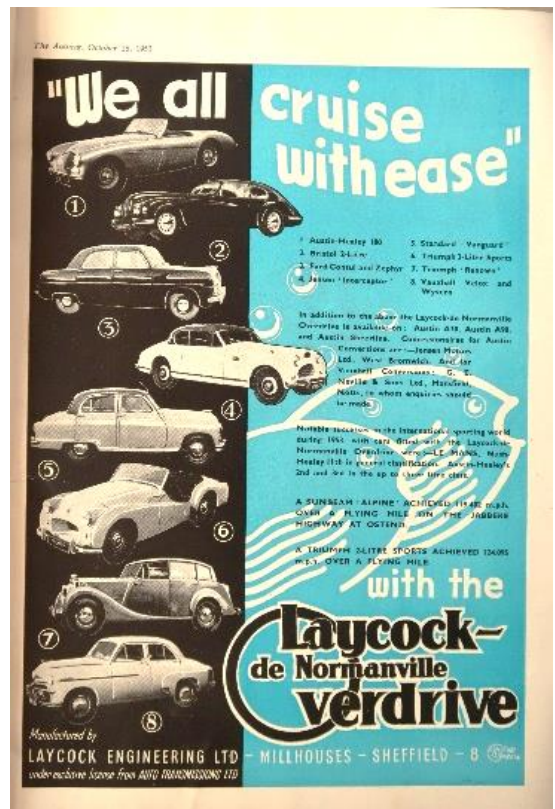
This could only be **Motor Panels**, so the manufacture of Renown bodywork by Mulliners would have been very similar work.



**Laycock de Normanville Overdrive system**  
With Razoredge illustration

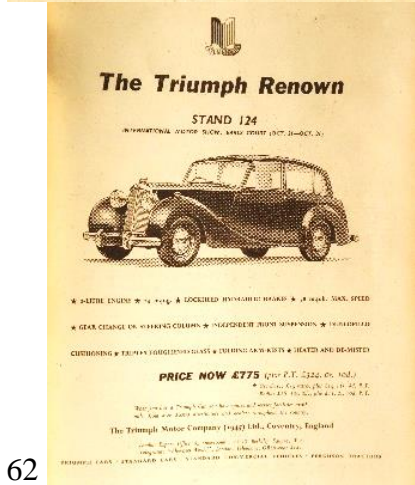
#### Stand-by-stand description (1953 Motor Show)

The best description of our cars?



#### Advertisement from same issue, with price reduction

In 1953 time was running out for our cars, with just one year to go before production came to a halt. Including tax, our cars began priced at £831 in 1946; rose to £991 in 1950, and £1,440 in 1952; then fell back to £1,099 (£775 before tax) in 1953, in an effort to prolong sales.



- John Bath



## NEWS OF OUR CARS

## NEXT YEAR'S HOT EVENTS



LEFT: Ally Pally, the Practical Classics London Motor show at Alexandra Palace is on March 15/16. The car clubs rule the roost here, with more than 50 stands.

More rummaging through old papers: Roy Ward, in Devon, found a pile of old Practical Classics magazines and, leafing through them, spotted his own car, TDB 1332 DL, OEH 301, pictured at the Alexandra Palace show in 1997. At that time it was owned by Arthur Pocock, who had a small fleet including two Limousines, both of which now reside in America.

If you'd like to spot YOUR own car, look on our website ([www.TROCltd.co.uk](http://www.TROCltd.co.uk)) webmaster Chris Blackman has now amassed 85 pictures of individual Razoredges; is yours there? We would hope that this collection can eventually become a register of every known Razoredge of which we have a picture – surviving or not – which is an ambitious aim. Further contributions are welcome. Just send a suitable picture to the Editor, with a brief note of what is known about the car. Most are photographed from front-on, showing the registration, but this is not essential.



Just for interest's sake, I attach a shot taken on a sunny day last week at my nephew Robert's house. His accompanying email says that he exercised his SORN vehicles for a couple of hours to prevent the brakes sticking!

- Tom Robinson

Meanwhile, in the space of just a few days in mid and south Wales, three of our members – Tom Robinson, Colin Copcutt and Malcolm Banyer – each independently reported sightings of this car. All three of those members are railway enthusiasts, and the car was seen near heritage railway sites, so the coincidence is perhaps a *little* less in the ‘X Files’ area of spooky, but is remarkable none the less. The car, OHW 677, is TDC 136 DL, and was in the Club for a few years back in around 1986 with then-member Arthur Williams, who lived near Bristol in those days. Nobody had a chance to speak to the driver, so we shall have to await yet another coincidence before we can discover more. The same car was spotted by Bernhard Ruest on a ‘classic car roadscene’ Facebook page.



I love that number plate – it suggests Dr WHO, travelling backwards through time.

In Italy, one of their bank holidays is Ferragosto, mid-August Day, August 15<sup>th</sup>. (The holiday has very ancient origins, having been started by Caesar Augustus himself; he and Julius also renamed months after themselves. It is thanks to this bit of ego-labelling that we have OCTober, NOVember and DECember as the tenth, eleventh and twelfth months, when they were clearly intended to be the eighth, ninth and tenth.)

Be that as it may, I used the [Triumph Renown Restoration Group](#) page on Facebook to wish all our known Italian Razoredge contacts a happy holiday, hoping we might hear back from them with news; and it worked! Isidoro Forni added his name to the list and shared this photo of his car. It is TDC 1014 DL. Isidoro lives on the very topmost shores of the Adriatic, about 50 miles north-east of Venice. We hope to discover more in due course.



**Another new discovery is TD 2587 DL, registered NPU 499, owned by Louis Barnacle in Kingston upon Hull.** Louis says: “I bought it a few years back from an auction in Scunthorpe. It had come from a Triumph restoration company in Lincoln that I’m assuming used it for parts, as the front inner wing panels and hood were missing, but fortunately I have managed to source them from Trevor Renown on eBay. It’s in a fairly rough shape, missing most of the interior, and I was planning to restore the outside and make a custom interior. I have started by getting the carb, fuel pump and ignition rebuilt and that all I got round to; I just haven’t had time. It is currently stored in a garage I’ll take some pictures of its current state soon as it’s not kept at my property.”

This is brilliant news, because the last we heard of this car – after it had earlier been given away as a pile of bits, “probably all there but not sure” – it was in a very sorry condition, left out exposed to the elements. We feared it would have gone to a scrapyards and become baked beans tins by now.



OUT AND ABOUT



Left, Paul Collard is at Polegrave, East Sussex, today 28<sup>th</sup> August... I should not be able to include this in the August edition! I promise to try harder to get these newsletters out at the start of the month, not the end. However, we are happy to record that, after a week of very mixed, not to say hostile weather, the August bank holiday has been much kinder than many might have feared.



Pennie at a car meet, Billie Jeans cafe, Holywell, just off A55



Pennie, at same meet, with Bentley, Pennie won the legroom in the back competition and the Bentley won the biggest headlamp competition.

Meanwhile Colin Rice has been out hob-nobbing with a Bentley, no less.

In Switzerland, recent ex-member Patrick Duss has taken delivery of his TD 1695 DL, which has been professionally restored by the Markus Tanner organisation at Classic Car Connection AG. I hesitate to think what this must have cost, but the result is stunning – just look at the quality of the paint finish, and how accurate it is to the Triumph Jade Green.



“Always enjoy receiving the Globe. Had a good day out a local village fayre and car show to celebrate my car’s birthday and my wife made a carrot cake which we enjoyed with some of the visitors. I wish I had taken more pictures but I was parked between 1990’s Rovers. A few days later I took 3 teenagers to a school prom (one is the son of a friend to whom I recently sold my VW campervan) and he fell in love with my TDB. So there were lots of photos taken with some very smartly dressed school leavers. Really enjoyed the rally too, and it was fun driving up from Somerset in Chris's TDC.” - Phil Heycock.





## ITEMS FOR SALE AND WANTED; OFFERS

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: Peter Cable, member since 1984, has reached an age where he can no longer enjoy driving his TDA.** This is a car he restored himself, over many years, and has maintained in excellent condition, spending thousands. He is based in Enfield, Middlesex. Please telephone 02083 632 468 to discuss.



**FOR SALE: Our late member Alwyne Hill's excellent TD 3459 DL, LWB 48.**



This is TD 3459 DL, first registered 6th December 1948, and was in the Club for many years. Originally black, it was maroon and blue (interesting idea) in 1976, and offered for sale, part-restored, in 1977. In 1980 it was purchased by our member in South Yorkshire, the restoration completed, and looked after and

cared for for many years; sadly, that member died a year or so ago. The car was very little used in recent years, but is believed to be basically very sound. The car is very well photographed on ebay, and it's worth a look. £17,950 might be optimistic in today's market, but most would feel it's what the car SHOULD be worth. Contact the seller on **07854 454 042** or view on ebay [here](#).

**POSSIBLY FOR SALE:** In Texas, USA, long-time Razoredge owner Dan Perkins is considering selling some or all of his Razoredge collection. He has TDC 2100 LIM, which was UK registered as GDP 781, and TDC 1378 DL, plus a parts car. Any American members (or non members) who might be interested, contact the Editor for Dan's contact details.

**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:** Andy Kemp is selling his late, excellent-condition TDC (see below) but has now sorted through the various spares he has accumulated over the years. He offers the following – mostly in excellent or very good condition – all for Renown/TDC:

Fuel pump, new	£40	Running board rubbers set, new	£20
(those two items as supplied by TROC)			
Painted TDC headlights, pair	£80	2x Chrome front grilles	£30 each
Master cylinder, needs repair	£50	Wheel wrench	
£10			
Jack	£25	Handbrake	£20
Gear change selector shaft	£10	Wiper motor with worm and both stalks	£20
Tyre Dunlop Super Taxi 5.75x16	£20	4-part bonnet	£50
2 Inner wings	£20 each	Starting handle locator	£10
Inner boot flipper gasket, 50mm	£20	Chrome radiator cowling (small dent)	£120
Workshop manual	£20	Parts book	£25
Reverse Light auto-roche	£30	Lucas clear spotlight	£20

Contact Andy on 07983 879 424. He is based in Essex.

**FOR SALE: A fine late 1954 TDC in Essex.**



This car has undergone recent full body-off restoration and respray, and is amongst the last 40 Razoredges ever built.

**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 is the car from which Lansdowne created their**

**model car** and is one of the youngest Razoredges in existence, first registered on 4/11/1954, after the last car had been made.

**FOR SALE:** Paul Thomas of Sheffield bought a Razoredge project in 1984, but has spent many years with nothing but good intentions. He now accepts that he's never going to do more to it, and would like to pass it on to someone likely to take a better shot. The car has been stored dry, and it's fairly complete, but it has not moved since 1984 and will be a brave restoration. It is presently behind a quantity of other stuff. Enquiries to Paul Thomas, 07743 542 353; offers in the region of £1,000 will be considered. Note – some unkind person removed the commission plate before Paul could collect the car; so when registered with DVLA this will have to have a Q plate. Previous registration unknown.



**FOR SALE:** TDC 1260 DL, KVE 678, in St Ives, Cornwall: see the Facebook Group. They are hoping for £1,500 but open to offers.



**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.

**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."

**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, 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.

**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:** 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, TD spares,** steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

**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~~ £1,500; buyer collects.

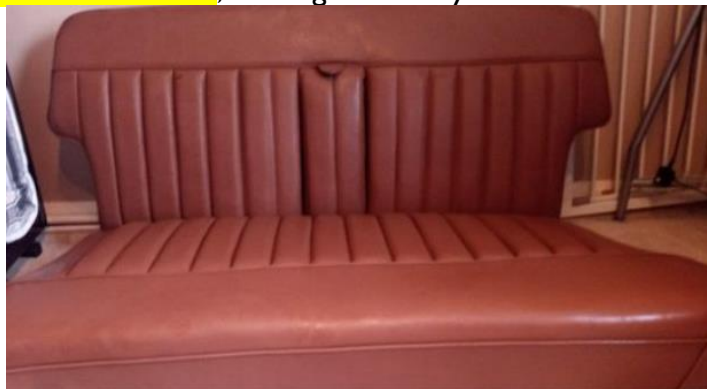


Door cards and other parts are in boxes.

Contact  
Martin  
on  
07757  
707 990.



**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: 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:** A club member, Ruskin Spiers, is in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for many years in the basement of a block of flats. Ruskin explains: “We’ve had it since about 1987 and it was put into dry storage in Sussex in 1990. It needed work / restoration then but has not changed in the last 30 years as where it lives is completely dry and warm storage under flats. The car is in the UK but I now live in Australia and hence am going to sell it. I have pictures taken from my last trip back. If you know of anyone who may be interested by all means pass on my email. Thanks.”

**FOR SALE: 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** in Nantes, south of France, with no engine but rest of car fairly complete, June 2023; Peter Llojy. Contact via the Facebook Group. This is TDB 3073 DL.



**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.)

**STANDARD AND TRIUMPH CAR TYPES: THE ANSWERS**

Some of these are very obscure – but you can look them up, if the interest takes you beyond the brief notes added here; or if you like, contact the Editor and request that we produce a longer article explaining where the Selby, Rhyl and others fit into our history.

1	ANOV	AVON	A Standard, 1929-37
2	EGHIMNOTTU	TEIGNMOUTH	Another pre-war Standard. All the 1920s models were named after towns. 
3	BELSY	SELBY	Yet more Standards. Since the pre-war cars were coach-built, they could afford this multiplicity of models. The 'Flying...' models were better-known.
4	EHMOTUX	EXMOUTH	
5	FGILNY EELTVW	FLYING TWELVE	
6	ADEORRST	ROADSTER	Yes, them. Of course you got it.
7	ENNORW	RENOWN	Minus ten points for anyone who didn't get this one.
8	AADGNRUV	VANGUARD	Renown and Vanguard were battleships, as well as the principle post-war cars.
9	AEFLMORWY	MAYFLOWER	Aimed at America, but missed.
10	AMNOPRSST	SPORTSMAN	The Standard Sportsman was designed to be the Triumph Renown mark III, and carries commission numbers TDD.
11	EEISSTV	VITESSE	A fine pre-war Triumph variant of the Gloria, the name also later being adopted for the sporty version of the Herald.
12	ADEHLR	HERALD	Originally intended as a Standard (following the Ensign and Pennant), it was changed to be a Triumph at the last minute.
13	AENNNPT	PENNANT	Standard, 1950s.
14	EFIIPRST	SPITFIRE	Triumph sports car.
15	EGINNS	ENSIGN	Standard, 1950s.
16	DEILMOOT	DOLOMITE	If you like the 'waterfall' grille, possibly the best-looking Triumph in the world.
17	AGILOR	GLORIA	The pinnacle of Triumph pre-war engineering.
18	AEGILNV	VIGNALE	An Italian makeover of the Sportsman.
19	AALST	ATLAS	A Bedford-lookalike Standard van.
20	HLRY	RHYL	Another of those town-named Standards.





## STANDARD AND TRIUMPH CAR TYPES

THESE ARE JUMBLED UP. CAN YOU CORRECTLY IDENTIFY THEM? NO PRIZES THOUGH!

1	ANOV	
2	EGHIMNOTTU	
3	BELSY	
4	EHMOTUX	
5	FGILNY EELTVW	
6	ADEORRST	
7	ENNORW	
8	AADGNRUV	
9	AEFLMORWY	
10	AMNOPRSST	
11	EEISSTV	
12	ADEHLR	
13	AENNNPT	
14	EFIIPRST	
15	EGINNS	
16	DEILMOOT	
17	AGILOR	
18	AEGILNV	
19	AALST	
20	HLRY	

