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# THE GLOBE

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Walton Hall and Silverstone:  
Celebrating 100 Years of Triumph

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

**Note that our spares officer and all members of the committee are volunteers working on Club tasks in their spare time.** Please be considerate and telephone between 18:00 - 21:00 hours UK time, on **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.*

**Enclosed: your membership renewal RECEIPT (if you have paid)  
or FINAL REMINDER (if you have not yet paid).**

## EDITORIAL

Dear TROC Members,

Our thanks to all of you who have found a receipt for your 2023 subs enclosed with this newsletter; your prompt renewal is a big help in keeping the Club going. All our overheads, insurance, expenses and the cost of printing and posting the newsletters and the calendar, come from that contribution. To those who have, instead, found a **reminder slip** – your membership is still welcome, but you need to do something about it, please, because otherwise your membership terminates at the end of June and you'll need to re-join, plus the joining fee, should you decide to come back. Already, your access to spares purchasing and technical guidance is suspended. This newsletter will be your last communication from the Club, apart from a farewell email in August.

Special update on our search for **SPARES STORAGE**. It's getting to the point where we shall very soon have to plump for one or the other, but you know that feeling? As soon as you commit one way, something far better will immediately turn up? **If you know of a car-loving owner of a secure barn near Eastbourne, please get in touch!**

**AMAZING OFFERS:** There has never been a better time to take on a Razoredge project, or a good-quality restored classic. We have record numbers of cars of all conditions in the 'for sale' pages.

**PLUS:** There was recently 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? Honda and Toyota are also unenthusiastic about electric cars and are pursuing synthetic liquid fuel developments.) We shall be hearing more about this in the future.

*Editor*

### We welcome back past members:

- 357 Lilian and daughter Ellen Fisher of Doncaster, who have re-acquired the late William Fisher's TDC 1133 DL, LDT 842 from member 19 Russ Gittings. Russ took the car on when William died in 2018, and did a great deal of mechanical work, but we understand he is now going to concentrate on his Mayflower. Lilian and Ellen hope to complete what remains to be done and get the car back on the road.

### Our cover pictures for this issue:

Front – The Pre-1940 Club's Triumph Centenary Picnic at Walton Hall, photographed by Dirk Devogeleer. See page 30 for further details and p32 for pictures from Silverstone.

Back – It's up to you! Photo submissions to the Editor, please (contact details are on the facing page), by November 5<sup>th</sup>. All good high-resolution images will be considered by the Committee; and landscape images are easier for us to use than portrait (upright) ones.



## FILMING FATHER BROWN

By Mike Sampson



As is often said, "It's not what you know, but who you know." In May last year I had an email from one of my former bosses at Land Rover asking if I would be interested in providing my cars, the Renown and the Minor, for some film work. It seemed like a good idea so I sent some photos to the company who source cars for period TV dramas. Within a very short while I had a positive response to say that they would like to use both cars in the forthcoming series of Father Brown.

Fortunately for us all of the filming for Father Brown takes place in the Cotswolds so none of the locations are very far for us to travel. Everything happened quickly and the following week we took the Renown to a filming location at Cold Aston near Bourton on the Water. It's the first time I have been involved in TV filming with the car so it was all quite an experience seeing how it is done. This is the 10<sup>th</sup> series of Father Brown which is one of the BBC's greatest export successes being sold to over 200 countries worldwide.

Cold Aston Village Hall had been renamed 'Kembleford' Village Hall. Kembleford is a fictitious village base for the series and the church where Father Brown practises is actually in Blockley. The hall was the scene for a meeting where housing developments were on the agenda with the developer creating deep divisions within the villagers, prompting murderous intent of course!



The Property Developer prepares to drive away in Mike's car.

The developer, played by the actor Aidan Mc Ardle, got to drive my car after a couple of 'dry-runs' under my supervision. He was quite taken with the Renown and took many photos in between filming. The driving sequence was very short involving a drive away from the set to a position off camera. The car made quite a spirited getaway (for a Renown) with even a minor squeal from the tyres, something I didn't think possible!

We were on location for about 6 hours which yielded just 24 seconds of screen time for the car, and we were booked for a second afternoon at another location following the murder. Unfortunately the film crew ran out of time on that occasion and the car was not needed, but we still had an enjoyable afternoon watching the filming in the sunshine. Following the shoot with the Renown we were asked if we could provide my split-screen Morris Minor for a morning's filming in July at the village of Lower Slaughter. The Minor was driven by another actor in a drive-by sequence in the background to filming. No tuition needed this time as the actor was a Minor owner himself.



Would I do it again? Yes, without question. We were well looked after and made to feel welcome on the set. I thoroughly enjoyed the 3 days at the locations and seeing how these dramas are put together.



It was good to see the cars in a period setting with the cast in mid-1950s costume giving a convincing feel to the scenes. Hopefully there may be more opportunities in the future.



Actor Mark Williams as Father Brown, receiving directions in preparation for filming. Mike, in TDB 4609 DL.

Readers interested in the processes involved in film work might also recall the Globe of October 2021, which had original material from our member David Wickens' extensive involvement in filming, including an episode of Miss Marple and an advertisement for K-Tel 'goldie oldie' records. We also reminisced about Razoredge appearances in the ATV *Sapphire and Steel* final episode, and with Peter Cushing and Christopher Lee in *The Big Heat*, 1967.

## TRIUMPH CENTENARY CELEBRATION AT WALTON HALL HOTEL, WELLESBOURNE, 21st MAY 2023

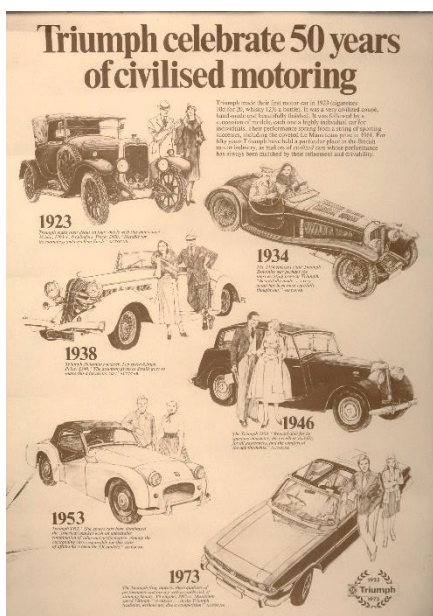
(with reflections on the 50th Anniversary)

by John Bath

Triumph Cars were formed in 1923 from a Bicycle firm founded in the late 19<sup>th</sup> Century, and *The Globe* has reported on events planned to celebrate that centenary at Walton Hall in May, and later in June jointly with the MG Club at Silverstone. Triumph motorcycles are still made in Britain today of course, but unless BMW, who own the rights to the car marque, create a sub-brand, no Triumph cars are likely to be made in the immediate future.

Reading about the cars likely to attend the latter event, and the expected preponderance of MG cars present there, it was easy to select Walton Hall over Silverstone as the one to attend to mark the Triumph marque's significant milestone.

### The Triumph 50<sup>th</sup> year celebration in 1973



By contrast, I can clearly recall that Triumph at 50 was a somewhat muted affair. Then, Triumph still had a full line of cars in production from the Triumph Toledo though to the “halo models” - the Stag and TR series of sportscars, plus Spitfires and the handsome successor to our cars, the Triumph 2000 Mark 2, with variations of these models too like the GT6.

I cannot recall any celebratory Rallies, but both *Autocar* and *Motor* (then separate magazines, before the titles merged) produced issues with articles on Triumph's history. *Motor* magazine went one step further with a special “*all Triumph 50th edition*” which I did not discover till years later. This “Triumph special” was available at various prices, on eBay, at the time this piece was written.

Triumph itself had an advertising campaign to mark the anniversary with what appeared to be pen and ink drawings of various models through the ages, including our 1800 Town & Country saloon, which was also reproduced as a poster. At the time, I filled in the coupon

in the local paper to get one, but 50 years on, I am still waiting. Only the generosity of long-term owner and former TROC committee member David Wickens saw me acquire a copy (seen above) relatively recently, so my thanks go to him.

So far as Triumph Clubs were concerned - since TROC was not to emerge until two years later. - only the Roadster Club and Pre 1940 Triumph Club were in existence, plus a predecessor of what is now Club Triumph. This year it was the Pre 1940 Club who can take full credit for organising the Walton Hall celebrations. We were blessed with fine weather all day, and I was lucky enough to be offered a lift in Mike and Ann Sampson's magnificent re-sprayed and refurbished 1951 grey Renown WHX 301, TDB 4609 DL.

### Walton Hall

With its huge grounds in open countryside, this 16<sup>th</sup> Century former mansion, now a hotel, was an ideal location. Wellesbourne, near Stratford upon Avon, was about 25 minutes' drive from the Sampsons' home, just over the border into Gloucestershire.





On arrival at the showground Mike immediately spotted another of our cars, TD 3717 DL, which contained Harry Beacall and his wife, Sam (plus youngsters, Charlie and Ruby) who had brought their late 1948 Cotman Grey 1800 saloon, YSK 489. Mike parked alongside – beside a row of Roadsters making a brave sight, with the chrome glinting in the sunshine. But where were the Mayflowers on this great day, as not a single example was present? No doubt their owners will prefer to mix it with Dolomite Sprints and V8-engined Stags at the later event on the Silverstone circuit in July!

It was harder to spot other absentees, though it was notable that among the few Standards present, there was a lone 'beetleback' (Phase I) Vanguard, the sole Vanguard to be seen on the day.

### The Pre 1940 Triumph display

For me the highlight of the day, apart from the ride in Mike's Renown, was the sight of 40 pre-war Triumphs, almost certainly more than I have ever seen together in a lifetime of an interest in cars, though I am told there were 57 present at the Pre-1940 Club's 50<sup>th</sup> anniversary meeting in 2011.



I was lucky to have Mike as my guide to point out some of the subtleties of the Walter Belgrove-designed gorgeous Art Deco streamlined "Flow Free" saloons. Belgrove later worked in a similar role at Standard-Triumph after the war, and had some input in the final shaping of our Razoredge. The Dolomite however was a very advanced design for 1934,

when you look at the standard "two-box" designs of that era, yet much later the designer admitted "It may have been too far ahead of its time". I should explain that Mike was, until retirement, an accomplished car designer working at Jaguar and Land Rover for many years.

### Conclusion

The total number of cars, perhaps approaching 300 or more, certainly exceeded my expectations, and any Triumph enthusiast is unlikely to be able to see such a gathering in one place ever again – unless Silverstone in June can top it.

John Bath – May 2023



THE SILVERSTONE CENTENARY OF TRIUMPH AND MG: PHOTOS



The huge Silverstone gathering of MGs and Triumphs – both companies celebrating their centenary this year – took place on the weekend of 10<sup>th</sup>-11<sup>th</sup> June.

The MG owners have the advantage of a single club covering all models, whereas Triumph has about a dozen clubs, reflecting the



Trevor Pybus's TDB 1632 DL was the

Above: a 1934 1400, a 1937 Continental, and...

fragmented history of the company and the wide range of styles of car. The pre-war cars go well enough together, but the Standard Triumph post-war cars are extremely diverse.

Our own stately Razoredge is sufficiently different in character from sole Razoredge present

the Roadsters and Mayflowers for us to have formed three different clubs; then we have the sporty TRs, the little Spitfires and the larger Stags; the Herald is radically different from everything that had gone before; and then came the various family saloons of the BLMC years, some of which were quite quick.



All those, however, need to look back at THIS in fond gratitude. It was built in 1923, the very first year of Triumph car manufacture, though not registered until 1924. What a shame that we have no 2023 Triumph to park alongside it for a centenary photo-shoot.

Where it all began: this is the 1923 1400cc

Images supplied by Tim Smith of the Triumph Sporting Six Club, through the good offices of Chris Gunby and Phil Horsley at the Triumph Register.



# THE CLUB NATIONAL RALLY, SUNDAY JULY 30<sup>TH</sup>: FINAL DETAILS AT MILTON KEYNES MUSEUM

by Harry Beacall

The museum opens from 10:30am, and Club officers will be there to set up from 10:00. Once entering the museum carpark, Razoredges should turn almost immediately left onto the rally field, where the Club will have its gazebo erected and umbrellas etc. for sale. **The postcode for Sat Navs is MK12 5EL.**



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 mostly a museum of rural life, a manor house and many hands-on exhibits.



Trip Advisor says "All the exhibits are first class," including: Victorian games room, kitchen, 1940s garden, a re-creation 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 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.



**As with other recent Club meetings, we hope to meet up with old friends, and make new ones. Do join us if you can.**

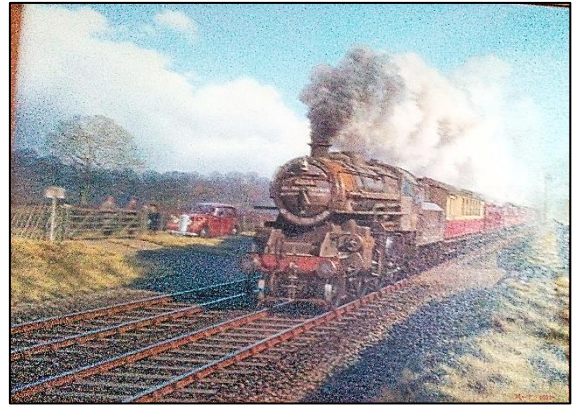




### THE BACKGROUND TO THE NEW MALCOLM ROOT PAINTING

In the last newsletter we shared this painting, commissioned by our member Malcolm Banyer from artist Malcolm Root.

Malcolm Root was the artist who created the well-known 'picnic in the meadow' painting, which many of us have as a jigsaw puzzle. Malcolm Banyer's car was the model for the 'picnic' painting, though the colour and registration were changed. On the right Malcom's TDC 808 DL is seen in its true colour. Malcolm has



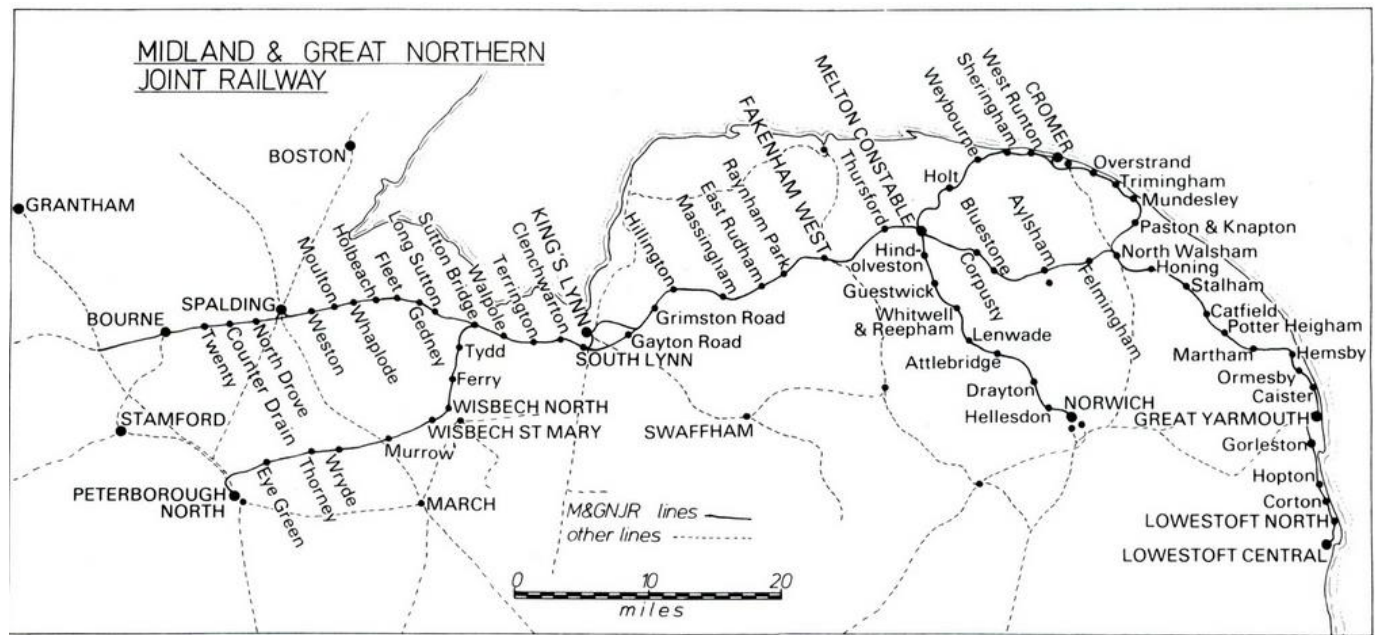
14" by 8" unframed prints of this painting available at £18 – contact him on 01692 650 056 or at [malcolmbanyer@gmail.com](mailto:malcolmbanyer@gmail.com) if you would like

one.

As you might guess, Malcolm Banyer is as much a railway enthusiast as classic car owner, and he commissioned this painting to commemorate a special event: the last running on the Midland and Great Northern Railway line in 1959.



Started in 1893, the Midland and Great Northern railways had formed a joint enterprise to operate this regional line, serving a whole string of small communities. The stopping trains can hardly have gained much speed from one halt before having to slow down for the next; and every station needed its own staff, its signaller, and all those crossings-keepers. It is a wonder that the few pennies required to travel from Corpusty to the market at Melton Constable, and a thousand other such journeys, could sustain such an endeavour; and yet this was the forefront of social and technological change, for a while.







A gathering of M&GN staff at Cromer Beach around 1900 – special train being prepared.

The line is remembered today by the M&GN Circle, a group of enthusiasts, and the North Norfolk heritage railway still runs trains between Sheringham and Holt. **They have a ‘Vintage Week’ of open days, 1<sup>st</sup>-9<sup>th</sup> July, including buses and trains, plus classic cars on Sunday 2<sup>nd</sup>.**

The [M&GN CIRCLE](#) website has some fascinating records including extensive lists of employees, roles and dates – for example “Emma Rose (Rosie) Morgan (Miss), Clerk’s mess room attendant, Melton Works, 1926”; and “Albert Morgan, who started as a cleaner, became a fireman, then a driver, but it is noted that in 1959 he was the driver of the train which killed...” - such glimpses into the lives and tragedies are how history should properly be grasped; not the dates of politicians and kings. We encourage our readers to visit the website, for it is a deep well of such insights.



Several members of the M&GN Circle are keen modellers, and from the numerous photographs and extensive records they are able to re-create almost any section of the line and the stations in authentic detail.

**Yes – it’s a model.** By Roger Kingstone.

The website also covers details of the signalling, architecture, and archives of railway documents – driver’s daily returns, station plans, orders for work – plus over twenty thousand photographs.

We are indebted to Adrian Whittaker and the M&GN Circle for permission to use these images..

It was, of course, the coming of such cars as ours, and other smaller cars cheap enough to become the preferred mode of transport of the masses, which spelled the end for the little branch lines. When the railways were built in the 1830s-80s, only canals and foot-slogging were available alternatives for the working man and his family. By the 1950s the car, the motorcycle and the bicycle were commonplace, and Dr Beeching with his axe was waiting in the wings.

## WHAT ELSE IS ON: FORTHCOMING EVENTS

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

23 <sup>rd</sup> - 25 <sup>th</sup> June	<b>The Standard International Rally</b> 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.
8 <sup>th</sup> -9 <sup>th</sup> July	<b>Scotland's largest Classic Car meeting, Glamis Castle</b>
Sunday 9 <sup>th</sup> July	<b>British FI Grand Prix, Silverstone</b> – a bit quicker around the circuit than ours, or even our sporty TRs and MGs on June 10 <sup>th</sup> -11 <sup>th</sup> .
Saturday 15 <sup>th</sup> July	<b>East Dean Fete and Classic Car show, Eastbourne</b> - a friendly local gathering, featuring at least one Razoredge.
14 <sup>th</sup> -16 <sup>th</sup> July	<b>Suffolk Steam Engine Rally &amp; Country Show, Fengate Farm, Weeting</b>
14 <sup>th</sup> -16 <sup>th</sup> July	<b>Thames Traditional Boat Rally, Henley</b> – traditional and beautiful craft on the river, and a small number of classic cars. A Razoredge will look perfect here. Get a good photograph and your place in the 2024 TROC Calendar is assured.
14 <sup>th</sup> -16 <sup>th</sup> July	<b>Royal International Air Tattoo, RAF Fairford:</b> completing the steam, boats and planes collection (trains are on pages 34-35 ) with classic cars meeting at Fairford airfield in Gloucestershire.
Sunday 23 <sup>rd</sup> July	<b>Triumph Tour of Devon</b> organised by the Sporting Six Club. Three start-points around the county, finishing in Okehampton. Nine hours of Devon driving if you do the whole run. See <a href="http://www.tssc.org.uk">http://www.tssc.org.uk</a> .
Sunday 30 <sup>th</sup> July	<b>Club Rally 2023</b> , at Milton Keynes Museum of Transport. Final details are in this Globe, p33.
Bank Holiday Monday 28 <sup>th</sup> August	<b>Bexhill 100 Car Show</b> East Sussex – pre-booking essential. Visit their website to book.
Samedi 7 Octobre	<b>The Swiss Classic British Car Meeting</b> has moved this year a few kilometres along the shore of Lake Lucerne from Morges to St-Prex, but we are assured that UK visitors will be just as welcome – especially in a Razoredge.

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

(Hint – did you tell us about it?)

***If you are out in your car – do please send us some pictures afterwards!***

*(It doesn't have to be super-special. It's always good to share Razoredges out and about.)*



**OUT AND ABOUT**

In April the snow was finally melting in Utah. Doug Jensen seized the chance to take out TDB 6449 DL. The car can also be seen on the [Facebook Triumph Renown Restoration Group](#) undertaking a timed driving-and-reversing test through a maze of cones; he manages to make the car look almost nimble, which is quite a feat in a Renown. This is one of the MXW 770 set of at least four cars with consecutive UK registrations, sold through Mantles of Biggleswade in 1951-52 on the cusp of the TDB-TDC change, this one previously owned by Bill Brewer in California.



On the left, Paul Collard was at Magnificent Motors on the Lawns, Eastbourne, April 30<sup>th</sup>.

Right, Tom Robinson's old car STJ 782, TDC 2756 DL in May, with his nephew and current custodian Robert Ward, who was also /continued overleaf







seen in June relaxing outside a lovely riverside restaurant in the charmingly-named and very pretty village of West Butterwick. "A beautiful evening, a steady drive home nervous about deer, and sure enough, we encountered two red/brown deer only feet away from the car."



At East Huntspill in Somerset a large meeting was attended by three Club members and one Razoredge on Bank Holiday Monday: Chris Blackman (our webmaster), Phil Heycock and Bob Darch.



Chris's TDC 2670 DLO has also been out enjoying the sunshine in front of a new pylon at the Hinckley to Avonmouth 500kV line, which raised a lot of discussion on the Facebook page "pylon appreciation society". The more publicity the better – one of the Club's aims is to raise awareness and recognition of the Razoredge.



Below, Mike Sampson's immaculate Razoredge having an outing to celebrate its 72<sup>nd</sup> birthday.



There's something extremely British about the Cotswold stone and our cars: they go well together. See more of Mike's adventures with TDB 4609 DL in the article on filming Father Brown, p28.





Left: another of our cars, the TDB 4822 DL of Phil Heycock, will be celebrating its 72<sup>nd</sup> birthday in July – complete with a birthday cake.

Below, John Goodwill was out at the Banbury Classic Vehicle Group meeting at the National Herb Centre, on 3<sup>rd</sup> June. We also love the old farm cart, which helps put us in the right mood to appreciate the rural historical collection at Milton Keynes for the national rally in July. The car is TDC 286 DL, and has attended several Club rallies and attracted much admiration for its smart and unusual two-tone livery. This is in fact the arrangement used by Triumph for the two-tone livery: front wings in the same colour as the body.





Terry Telke is seen here out in the USA with TDC 2260 DL. He was having trouble with overheating, and now has tested positive for combustion gases in the radiator. Oh dear. We wish him all the best. Just look at the size of the red and black monster at this end of the row! America...



Also in America, an historic moment. Kevin McLemore has sold MKR 334, TDB 1739 DL, having owned it for almost forty years. He was for a while a member of TROC, and had purchased this car from Richard Langworth, co-author with the late Graham Robson of *Triumph Cars – The Complete Story*.





## MORE NEWS OF OUR CARS

Brian Beyer, a very long-term Razoredge enthusiast in Australia and ex-member, has sold his very-good-condition TD 1307 DL – he's going into a residential home and cannot keep it. It has gone 120km away, to Port Augusta, which is almost next-door by Aussie standards, and our member Tony Allen and others are supporting. Tony Allen now keeps the Australian Renown Register, which Brian had diligently collected and monitored for years.

Also from Queensland, Australia: Dan Hunter has taken on this dusty relic, TDB 5215 DL. He promises to keep us informed of progress.



In other news from Australia, Allan and Dena Pigdon report on progress with TDB 4435 DL, which they took on as a long-laid-up heap (looking remarkably like the one above, but it's not) in 2022. "Hi Roger, I currently have bumper bars & hub caps away being chromed. I have purchased a sand blasting cabinet to remove rust prior to restoration of smaller components. In the process of restoring radiator, which needs a recore) & mounts. Plodding along! Regards, Allan Pigdon"

Four other newly discovered surviving Razoredges are TDC 1963 DL which is with Willi Rumbero in Germany and TDB 5364 DL with Jos Veenliet in the Netherlands; plus we have heard that LAH 686, a Norfolk-registered TDB put up for sale with a huge collection of classics in the Netherlands has been bought by Huub Popping. Finally, in Nantes, France, Peter Llojy is offering for sale a mostly complete carcass, with no engine: this used to be TDB 3073 DL. We hope to have more news of all these in future editions of the newsletter.

## ITEMS FOR SALE AND WANTED; OFFERS

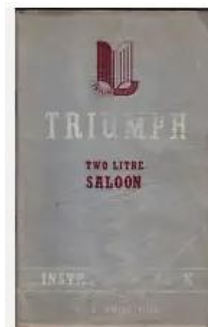
Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and **to inform the editor when items are no longer for sale, or no longer sought.** Email [editor@trocltd.com](mailto:editor@trocltd.com).

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.**

**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 opposite) 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 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
Inner wings	£25	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:** 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: 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.**

This is one of the youngest Razoredges in

existence, first registered on 4/11/1954, after the last car had been made.

**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: 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~~ £1,800; 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:** 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 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) .

**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 or email [claire@brookcottage.info](mailto:claire@brookcottage.info).

**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.)

**OBITUARY: PAT SAUNDERS, MEMBER 746**

Pat and Frances Saunders joined the Club in March 1993, and were amongst the wise and prudent group who joined the Club first, and then obtained their Razoredge later, thus able to draw on the Club's expertise and cars-for-sale listings to find what they were looking for. Having done so, disaster struck – on the way back from collecting the car, bad driving from another motorist on a roundabout resulted in their proud new acquisition coming off the trailer and being knocked out of shape by the impact; what should have been a squarely-built car became a creaky trapezium. After their insurance company reluctantly accepted that such a major claim could really happen on the first day of cover, however, the car was fully repaired and served them well for many years.

They made very good use of it. OPJ 972, TDB 245 I DL, has made frequent appearances in our 'out and about' features. Although based in Southampton, they were regular attendees at the Club's national rallies, often winning the 'greatest distance covered' awards in the process. In the last ten years, I believe we are right in saying they have been surpassed in attendance-with-Razoredge only by Bob and Jill Hobbs. Always convivial and social, they were an important part of what makes TROC rallies such friendly social events, as much a gathering of friends as a car event.

Apparently, Pat had just paid £6 entry to a beer festival and collapsed while waiting for his first pint. He had been experiencing early symptoms of heart problems for a couple of months, and only the previous week mentioned to Frances that he ought to do something about it. There is a warning to us all.

Our thoughts are with his wife Frances, two daughters, and their granddaughter.



OPJ with Pat's other great interest, classic buses.



Will your car be

in the Calendar in 2024?

