

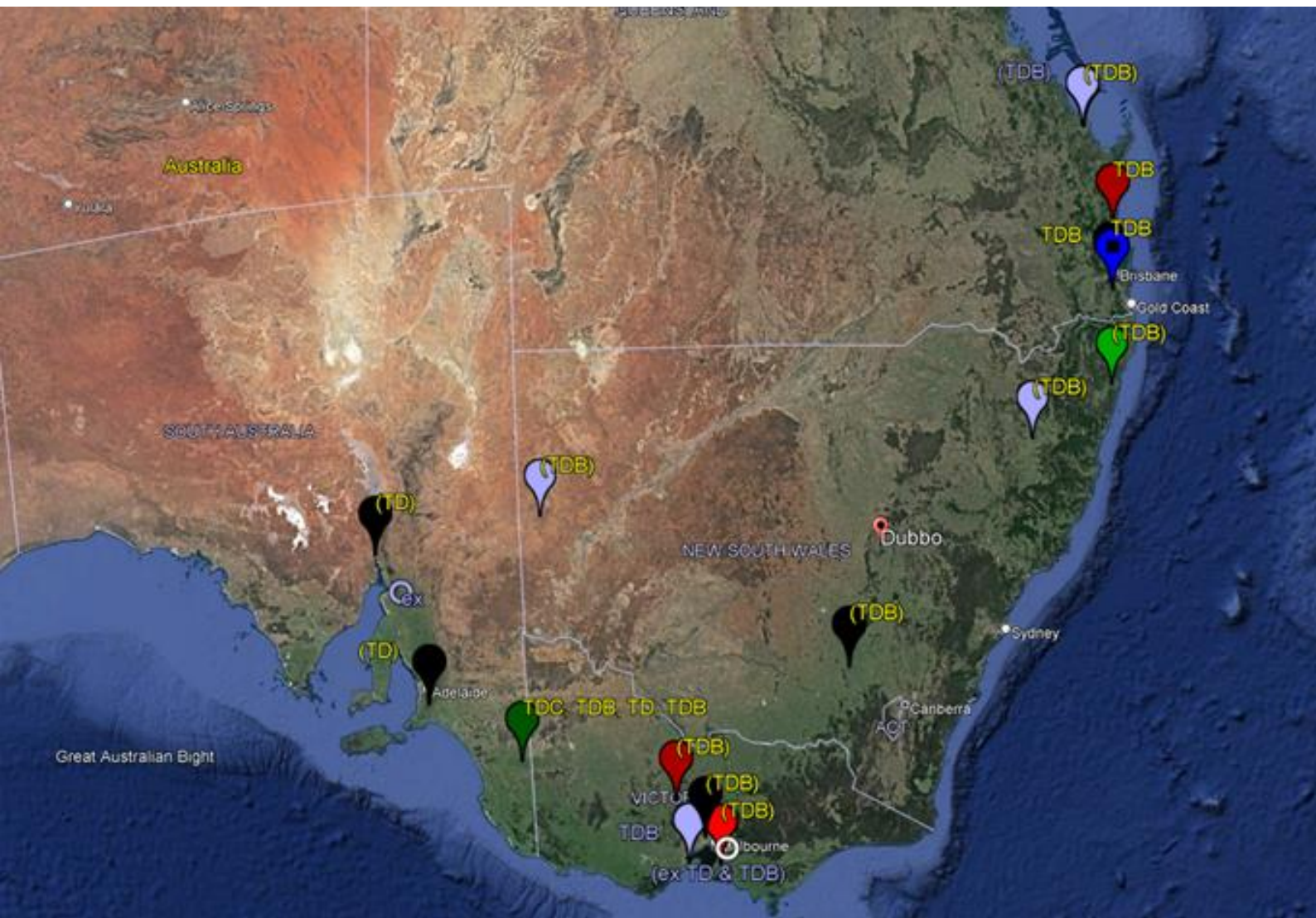


THE GLOBE

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Meet the Australian Razoredges

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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SPARE PARTS: Available to paid-up members only. **SUSPENDED UNTIL JANUARY**
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,

There is a HUGE announcement on the following page, long planned for, and finally arriving.

There is a HUGE story from Tony and Denise Allen in Australia, amongst the most noteworthy articles ever to appear in the Globe – on a par with John Bates’ 1975 tour of Franch scrapyards (October 2017 issue), and Tom Robinson’s tour of New Zealand (August and October issues of 2012), and all the Monte Carlo Rally exploits, and the London to Karachi expedition. (Had you ever thought of the Razoredge as a good rally or off-road car?)

Plus, of course, our usual news of members’ activities, car and parts sales, and so forth.

Other news: as from 17th September, in most urban areas in Wales, the speed limit is now 20mph. Knowing what most Welsh town centres are like, that might not make much difference to driving anyway; but I wonder if this trend will continue? Certainly, in my own home area, I have been noticing lower and lower limits being imposed – with the result that more and more motorists are ignoring the speed limit. That’s not good. Comments are welcome! There will be lively discussion on the [Facebook page](#), I’m sure.

Our member John Goodwill points out “The true reason a lot of roads are changed to lower speed limits (eg 60>50) when there appears to be no safety reason, is that the level and standard of maintenance reduces too, at a huge cost saving for local authorities!” Perhaps we are being a little cynical, but this does have a ring of plausibility.

Do make use of the remaining few weeks 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 5th, will be considered. The email address is opposite.

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 we can send them a complimentary copy of the Globe.

Editor

Our cover pictures for this issue:

Front – Our Australian cousins: a map of all the known active Razoredges (non-members in brackets; colour of icon approximates to colour of car). Starting on page 79 we have Tony and Denise Allen’s remarkable 1,600-km trip visiting as many of these owners as they could manage.

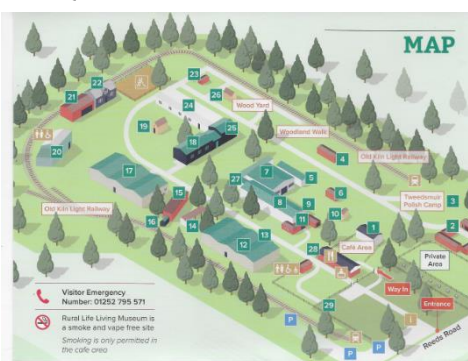
Back – We’re making progress! See page 77. This is just part of the Clubs new spares storage.

ADVANCE NOTICE: 'BANGERS AND CASH' TO FEATURE CHRIS HEWITT'S TDC, ROADSTER AND WOODIE

A little preview of an exciting story to come in future editions: a top-condition TDC, a part-completed woodie conversion, and a Roadster, being auctioned on the 'Bangers and Cash' TV programme. These cars were the collection of Chris Hewitt, Chairman of TROC from 1994 to 2020. Derek Mathewson himself came to collect! The cars come up for sale on 14th October, lots 670, 672 and 674.

We shall be doing a full article with detailed account of the collection of the cars from Chris's home, in a future Globe in time with the transmission of the episode (expected, we understand, in February), but there are a couple of short videos showing the cars themselves on the Mathewson's website, [HERE](#), and a separate one of the Woodie, which was an unfinished conversion from a Limousine.

A QUESTION FOR YOU ALL



This is the site plan and list of attractions for Tilford Rural Life Living Museum, and we're looking at it as a possible venue for a future TROC Rally. Probably not 2024, because it's very similar in style and content to the rally locations of 2021 and 2023, and we feel a need to ring the changes.

The Committee will, however, have to come to a decision next month about the actual location for our 2024 Rally, if we're going to be able to advertise it in the 2024 calendar. The last 3 years have been very successful, and we need to build upon that.

We are also looking ahead to 2025, because that will be the Club's 50th anniversary. [I wonder if Tom Robinson, Bob Parsons and Stewart Langton had any idea, when they met with a few others at the Angel Hotel in Northampton in 1975, that they'd still be on the membership roll **fifty years** later?]

Any suggestions or comments from current members for good venues, or how we ought to celebrate fifty years of Razoredge support and fellowship, will be very welcome. Please email or write to the editor. If you'd like to find out more about past rallies, the 2020 August Globe (when the rally had to be cancelled because of Covid) had a review of past rallies up to that point – where we've been, how many cars attended, and so forth.

Should we be looking at one centrally-located main traditional Rally, PLUS (at least) one regional or 'different' type of gathering in each year? A road run, a picnic, a pub lunch? Our survey, two years ago, suggested that distance was one of the main reasons for people who don't come to the national rally. Bob Hobbs feels strongly that we need to get out away from our central locations in some way, and there is general acceptance of the idea – but if we do that with the main rally, surely we'd just lose all our regular attenders whilst adding one or two from the new region?

The meeting at Silverleaf in spring this year was agreed to have been a great day out for the thirty or so people present, and very successful, although there were only four Razoredges present. Maybe that's the answer, or **one** answer.

More suggestions and comments will be very welcome. What sort of activity would YOU be likely to take part in? Drop us a line. What about our overseas members? Who would like to organise something?

SPARES SALES - BIG CHANGE!

By Bob Hobbs

After 16 years of storing and selling spares in various guises for the Club, I am now handing over to Paul Collard. Paul's details are to be found inside the front cover of the Globe in each edition.

For a while I shall help Paul with any queries about what fits which if necessary. Do please address your spares requests to Paul not me as I shall not act as a messenger.

My other role on the Committee is to provide Technical Advice to members. For the moment I shall continue with this. However, it is currently my intention to step down from the TROC Committee in the near future, probably when Paul is self sufficient managing the spares, for a number of personal reasons. One of the most important ones is that my wife and I intend to spend more time relaxing and taking short breaks walking and cycling around the British countryside. We have been doing this each month since June this year and are thoroughly enjoying ourselves. Our intention is to do this whilst we still have the physical and mental ability!

I thank all members who have, over the years, sent me thanks for the spares support and advice that I have provided. I hope that the Club will be able to continue the support of the owners of the Razoredge saloons whilst there is fuel to run them.

Bob Hobbs

Director TROC and ex spares secretary.

Whilst we are making the transfer of the main spares stock from Wiltshire to East Sussex, and whilst Paul is getting organised, the spares service will be closed. This will be from October 14th to (probably) 1st January 2024.



Bob Parsons and Bob Hobbs



If there is any alteration to these dates it will also be published on the website, since the publication dates of the Globe will be less helpful.

Paul Collard

BANKING AND TREASURER – BIG CHANGE!

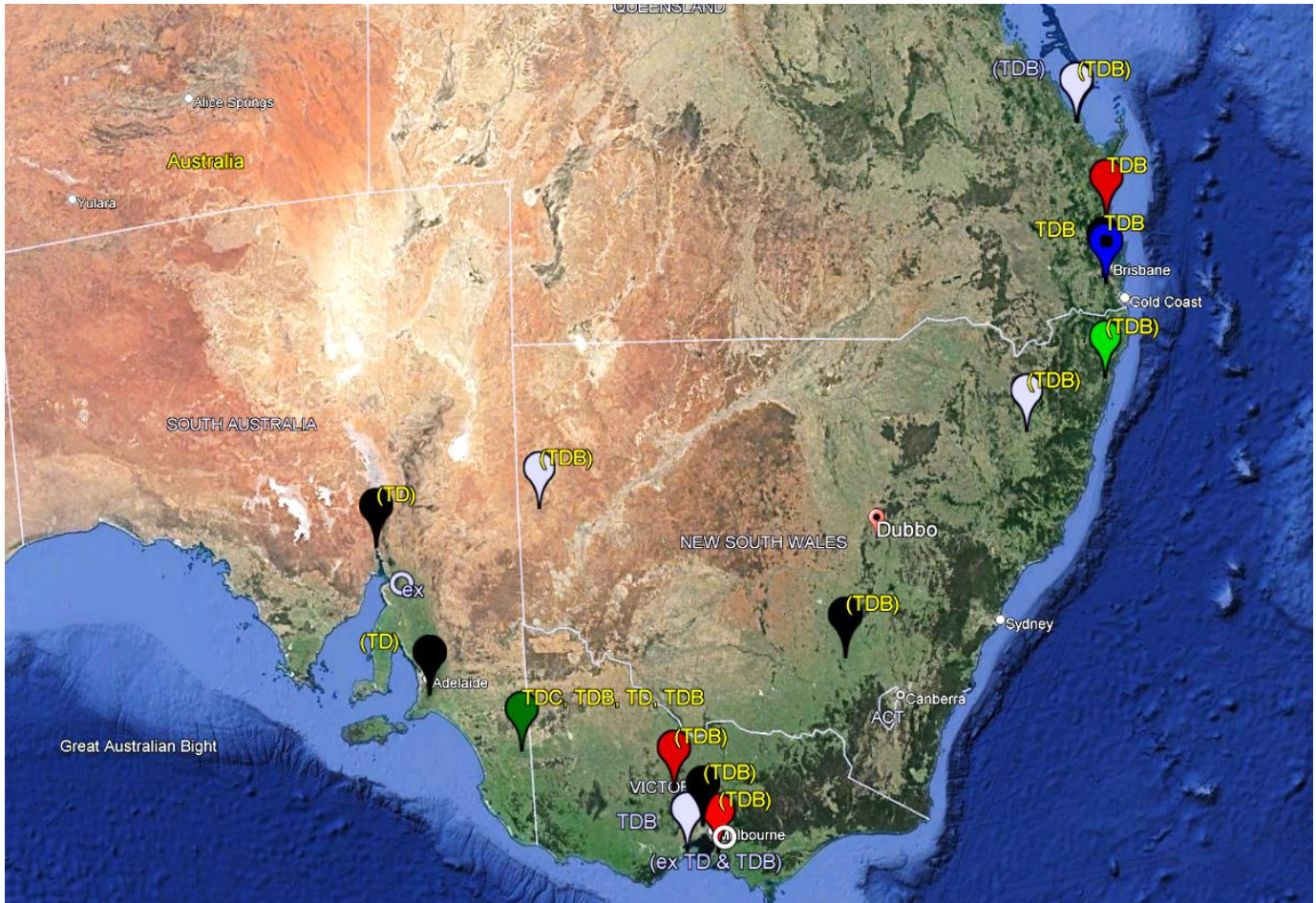
During the change-over of the spares we are also making the transfer from our old bank accounts with Nat West to new accounts with Lloyds. The new arrangements and account numbers will be notified in the February Globe. **This will mean all members who pay their May 1st membership renewal by standing order or bank transfer will need to amend the details to the new accounts.** The account details will follow in the February and April newsletters.

You will have seen our presentation to retiring Treasurer and Secretary Bob Parsons, in the description of the Rally in the August issue. Our new Treasurer and Secretary Harry Beacall is now in post.



To give some context to the epic tale which follows, here is the landscape they describe.

Tony and Denise Allen’s home is marked by their car, the maroon TDB shown at the upper right corner of the map. Broken Hill is the first port of call mentioned in the account, and that is shown by a grey TDB place-marker a little below centre on the map. They crossed four of the huge Australian states, and two time-zones. Scale: | _____ | = 500 miles (Land’s End to Inverness).



Their route continued west into South Australia, and then roughly anti-clockwise through the line of Razoredges.

Map credit: Google Earth

No, they didn’t use their TDB for the trip.

Be sensible.



TONY AND DENISE ALLEN'S ROAD TRIP VISITING AUSTRALIAN OWNERS

A Very Long Trip to visit Razoredges and their owners in Southern and Eastern Australia, as well as a 7 day riverboat trip on the Mighty Murray river in South Australia.

We're on our way into Broken Hill to see Barry Ellis, passing through the town Yelarbon with its Silo Art near the border of Queensland and New South Wales.



Broken Hill, in the south-west of New South Wales, is 1600ks from our home, on the Sunshine Coast of Queensland, and you know it is a long distance when you see on your sat nav an instruction which says it is 561 kilometres to the next turn.



Barry was very welcoming, although with his wife in hospital and his visits to her daily, it doesn't leave him much time to look after his cars, of which he has many. His pride and joy is his 1951 TDB 5193 DL. The Renown is absolutely lovely in silver with all the original fittings, albeit looking very dusty. It has been well received at many shows, most of which are quite a distance away.

Now, and as it was in its heyday (below)



Barry has many other cars including a 1946 Standard Flying 8, Triumph Mayflower sedan and Mayflower Utility. Most of you would have noticed in the lefthand corner a Nash Metropolitan. He also has 2 Willys Overlander 2 door coupes, a TR7 and an Australian-built Wolseley 24/80.

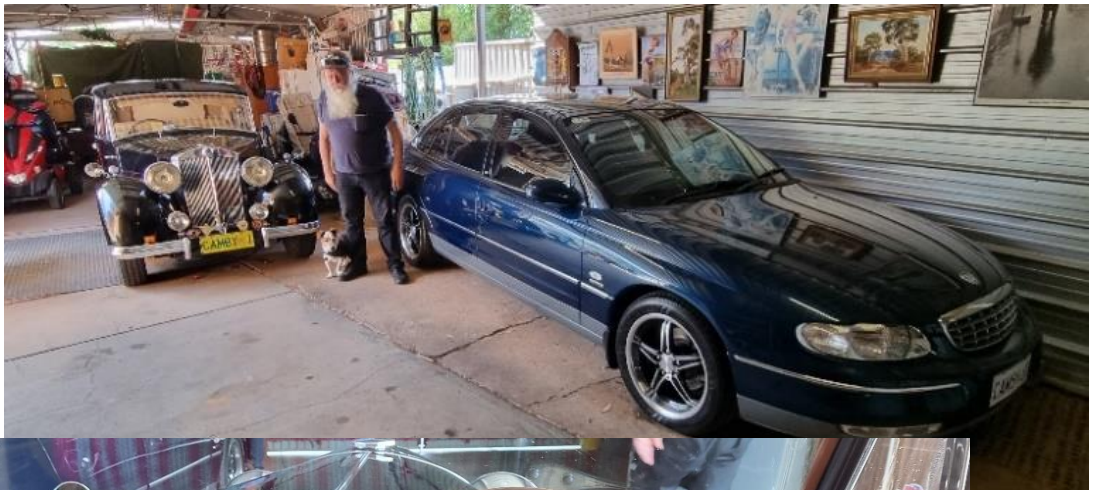
Next we travelled 460Ks to Port Augusta, South Australia, to visit Graham Campbell and his very smart 1947 1800 Town and Country TDI307 DL which he purchased from Brian Beyer, who was a long standing owner of this car. Brian is also well known to the TROC. He has a mountain of information, which he is happy to pass on to others, and which he picked up from his restoration of the car. The car was beautifully restored by Brian and is now in luxury surroundings at Graham Campbell's home.



We spent a very pleasant hour with Graham with lots of stories told. He is ecstatic with his purchase and has recently taken it on a nice long, local Club run through the hills surrounding Port Augusta.

Graham will be happy to talk to anyone who reaches out, or calls in to see him whilst they are in the area.

Right, Graham's Man Cave and Holden Statesman.



The TD dashboard. Note the white dials, Roadster-like switch and dial layout, the two large controls to operate the windscreen wipers, and the right-hand-side gear shift. The small switch at the lower edge of the steering boss is the old light-dipping switch system.

The large knobs at the top of the TD dashboard are for the operation of the wipers. They effectively engage with a dog clutch when they are pushed in and turned to the right (clockwise). They are not intended to be manually operated, the knob in front of the driver, when pushed and turned also engages a switch which turns the wiper motor on. This frequently fails, leading some people to install a separate switch. The wiper in front of the driver must always be engaged first and the passenger wiper need not be engaged. There is no self parking facility and to switch the wipers off the knob needs to be pushed in and turned left (anticlockwise) to disengage the dog clutch. It's not as complicated to do as it sounds.

The switch at the bottom of the steering wheel boss is the headlight dipping switch. On the 1800, when the switch was moved to the left hand position, it would switch off the offside light and a solenoid would tip the reflector in the nearside light, shining the beam down onto the road. The headlights originally had single filament bulbs. This arrangement is no longer legal in the UK and alternative arrangements for dipping must be fitted.

- Colin Copcutt

This one-eyed dipping arrangement was the norm until about 1950, and when the modern double-filament bulbs were introduced, and there were plenty of instances in the motoring press of the time about motorists with the old-style of one-lamp dipping angrily flashing at drivers of cars with double-lamp dipping because they assumed they had not dipped their lights at all. Nowadays, of course, we have high-intensity lights, semi-intelligent automatic dipping, and my wife's Kia can even dip just part of the main-beam lights when it detects oncoming headlights; which means we really have little idea whether anyone else is dipping or not.

-Ed.



Leaving Port Augusta we travelled to Adelaide for a couple of days of sightseeing, and then on to Mannum to join the Murray Princess for seven days along the Murray River, which was most enjoyable with excursions off the ship every day.





We were treated to a shearing show at a station along the river. The sheep looks as though he is interested too!

After a very enjoyable time on the Murray Princess we travelled 750ks to Bordertown, South Australia to see Andrew Piggott, and his lovely black 1950 TDB 1055 DL.



Andrew also has a 1952 TDC 2619 DLO as a project which he is going to rebuild. We then checked out his spare parts shed where he has a 1947 1800 Town and Country (TD 2326 DL) and a 1951 Renown (TDB 3306 DL) which he is using for spare parts and has some available for sale. Andrew is very knowledgeable re the cars he has having done much research prior to starting on his projects.

His love of Triumph continues into a very tidy Herald Coupe and a couple of more modern Triumph 2000s.



The next stage of our journey was from Bordertown, South Australia to Geelong, Victoria 451ks, via the Great Ocean Road, one of Australia's great drives, built by returned soldiers from WWI and during the Great Depression, to see Alan and Deena Pigdon's project 1951 grey Renown TDB 4435 DL.

Alan has already stripped it down and was about to pull the body off the chassis. This is a major restoration project and I commend him for his efforts thus far. He has in the meantime had the chrome work redone and seats reupholstered.

After leaving Alan and Dena we travelled a further mere 75ks across Port Phillip Bay by ferry, to see Chris and Sue Burgess at Langwarrin and their lovely Burgandy and White 1951 TDB 5173. Beautifully restored, it is used for club runs and local shows. They also have a 2500 Triumph sedan.



[The restoration of this car from a totally derelict state by Graeme Johnson is described in the Globe of August 2012 -Ed.]



Then we started to head north towards home, calling in to see Neville Fox on the northern outskirts of Melbourne at East Kielor. Neville has a very early 1949 TDB 95 which is fitted with an overdrive, radiator mascot, over-riders and bars on the rear bumper, all unusual for a very early TDB.

The previous day Neville had done a 264km round trip to Bendigo for a car show where his Renown got many favourable comments.



Whilst we were with Paul he put us in touch with another Renown owner, I didn't know about. This was John Snape at Maclean, Northern New South Wales, 1010Ks away. We stopped at John's workshop where he obviously likes working on classic cars as there was a Mk2 Jaguar and a Sunbeam Alpine awaiting servicing. John then took us around to his house where once again I had shed envy to see his 1951 TDB 5705, with a full history from when it was purchased new in Tasmania.



One of the previous owners did this! Why??



John had also inherited his grandmother's 1958 Standard Vanguard S/W which she bought new and he learnt to drive in. It is still in good original going order and is often used.

We also learnt of another Renown, this one is owned by John's brother-in-law, Greg Dell who lives in Armadale, New South Wales.

Back in 1970 Greg bought a Silver 1950 Renown TDB735 which was previously owned – from new – by two elderly sisters, only one of whom drove and it rarely, if ever went outside of Armadale. The Dyte sisters did really only drive it to Church on Sundays and occasionally to go out for tea or coffee. They died in the late 1950s and the car was stored until Greg bought it in 1970. The Renown has never had an accident or been repainted, the silver paint is getting a bit thin in places, and it was only 10 years ago that the original tyres were replaced, having sat on the car for 60 years, they perished rather than wore out!!

We are looking forward to seeing pictures of this interesting Renown. It has only travelled 15,100 miles! An average of 207 miles per year!!

Well, after 6,500 kilometres we arrived back home on the nice, warm Sunshine Coast (100ks north of Brisbane) and to our own “Rene”.



The trip was amazing and we met some lovely Razoredge owners, in far flung parts of our country. We also found two cars that we didn't know existed before we started on our journey.

We are now planning our next trip, late 2024 – this time to visit the Razoredge owners of vehicles in Queensland - with the possibility of finding more unknown vehicles.

Tony and Denise Allen, September 2023

One that got away:

After Tony's tour, David Cox in Kurri Kurri, New South Wales, posted on Facebook to say he has this, and asks if he should scrap it. The very thought! It is TDB 5255 DLO.

We are trying to find it a more useful home amongst the owners listed by Tony Allen. The factory-fitted overdrive alone might make it attractive to some potential owner.



MORE NEWS OF OUR CARS

by Rob Dadson

There was something of a hiccup in 1964 after I had been running the 'Little Austin' 8 for about a year. I spotted this Triumph Renown for sale on a local dealer's site but, sadly, upon reflection he would have made Arfer Daley look like an honest, upright trader.

The Triumph certainly provided a great deal more room and power and seemed quite luxurious by comparison. Shortly after purchasing the thing my pal and myself drove down to Cornwall where we linked up with a couple of other friends for a weeks holiday on a caravan site near Penzance. As they had travelled in an Austin A35 we were inclined to use the Triumph whilst there, rather than the smaller Austin, and all went well - until the return journey that is. We had got just beyond Exeter when there was a sudden very ominous noise from under the bonnet and the Triumph came to an abrupt halt.

We eventually got towed into a local repair shop where the proprietor was quite blunt in telling us he would be obliged to strip the engine right down in order to identify the problem and he anticipated this alone would cost more than I had paid for the car in the first place. We travelled back to London on an overnight train and I subsequently got a call from the garage to advise me of the situation. The cost of a full repair was prohibitive but the garage owner offered to keep the car for disposal to cover his costs and this was agreed. The Austin 8 had not yet been sold so it was reprieved for another year in my care. Much to my surprise some months later I received a letter from the garage in Exeter enclosing a cheque for £2.50 (£2 10 shillings in 1964) which I was told was 50% of what the Triumph had yielded for scrap and this was my share !



That's one Razoredge we'll be hearing no more about, then.

/Continued

Member Paul Damon sent us this picture, and says it is believed to be Harry Ferguson. Both man and car are well-muffled up against what must be a very cold day. GDU registrations were issued in Coventry in April 1947 – a notoriously cold, long winter – so the circumstantial evidence adds up.



This is RPA 676, TDB 5652 DL, which Tim Whitehouse in Derby is to dispose of following the death of his father. Tim has a good quantity of original documentation for the car and with John Bath's help, would like to get it re-registered under this original plate before putting it on the market. Little else is known of the car.

In the last issue we shared a photograph of a previously-unknown car in Italy, owned by Isidoro Forni. There are several Razoredges, probably eight or ten, in Italy, and we really ought to get these properly catalogued, as Tony Allen has just done with the Australian contingent and Bernhard Ruest has with the Swiss Razoredges, but we need someone in Italy with good English who can act as our liaison. Any suggestions, or better yet a volunteer, will be very welcome.

However, our member Doug Crook wondered if he knew more of the Isidoro Forni car. He writes:

“Good morning Roger, I am not a Facebook user, but Debbie is, and she has messaged Isidoro Forni about his car. I was born (1952) and brought up in Brighton and at the tender age of about 18 or 19 owned a Silver Grey Renown that originally my uncle (William Treadgold) had owned. He owned it when living in Denmark Hill in London and ran a fish & chip shop and I always remember when visiting for holidays that lovely engine sound when it first started on those days he had off, and we would go out somewhere. He moved to Southwick (about 6 miles west of Brighton) around the very late 60's I think and eventually when the local garage said it had failed the MOT and the mechanic offered him £50, he let me have it for the same price, since I had always admired it and expressed a wish to own it if ever for sale.

Sadly, at the time of it becoming mine I also had a Ford Consul 375 (TAP 806) and after completing the repairs for the MOT in the street and using it for maybe a year, the cost of running two cars and the horrendous issues with parking in central Brighton meant it had to go. The local Standard Triumph dealer, Caffyns weren't interested in taking it from me despite it being in lovely condition and hence it had a For Sale notice put on it in Bond Street and 2 Italian gentlemen saw it and agreed to buy it and take it back to Italy.

Over the years I've owned a few cars and I can remember the registration numbers of most, but for the life of me I cannot remember the one on the Triumph. I think it had L and B and possibly a 5 and a 0 in it, but I really can't be sure. I also haven't been able to find any old photos of it either from when it was in London or when in the Brighton area, so no clues from that route either. I think it may have had overdrive on it, but again can't be sure. So, I just thought what a coincidence with the response from a

Facebook user in Italy and that could it be the same car. I'll let you know what we get back from Isidoro.

All the best, Doug Crook"

OUT AND ABOUT

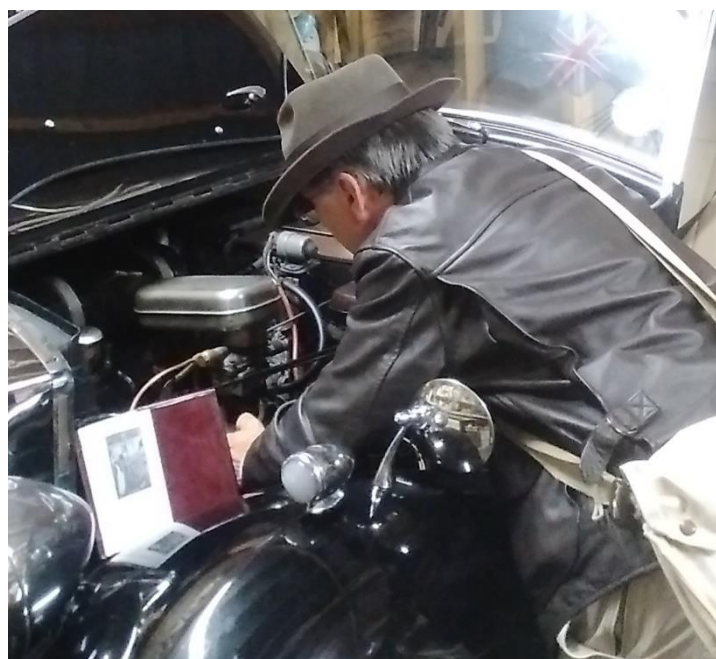
There's a nice video [here](#) by the Old Classic Car website, from the Malvern show (the Three Counties Showground) in September. No Razoredges so far as I could see, but a lovely collection of everybody's favourites, with off-the-cuff commentary from a very knowledgeable enthusiast, Rick Jones "It's like a fifties bank holiday traffic jam."

If you go to a good car show, do send us a picture and a note – it's always good to share personal recommendations. The editor's email contact address is inside the front cover.

Our interest in You Tube videos is because we have some ambition to establish one for Razoredges. It's another dimension to how we can promote the cars, make them a little more widely-known, and have another string to our club activities. We could feature individual member stories, technical demonstrations, records of Rallies and meetings, historical explorations and all manner of little ten- or twenty-minute snippets which people might find it interesting to view. These are quite a time-consuming thing to create, however, and it would need someone prepared to develop the filming and editing expertise (if they don't have it already), and perhaps learn how to operate and film with a drone. If you, or someone you know, might be interested in developing this idea for the Club, do get in touch with the editor.



Graham Sinagola's daughter married on 9th September and we send our best wishes for the couple's future.



Graham as more often seen in the Globe pages: dressed up, here in Indiana Jones mode.

Stewart Langton sent us this picture of his car, one of the most immaculate known to the club, on an outing on 13th September.



Mick Harris found this old photo of recent member Mick Kerton's TDB 6324 DL, MBJ 675, and assures us it really was used to tow the caravan. The car was advertised for sale by auction in 2022, and we have not heard of it since – if anyone spots, it, please let the editor know!



WHAT'S ON

Front and centre! Dirk Devogeleer's TDC is the oldest car ever to have completed the Round Britain Reliability Run (twice). See the Globes of October and December 2014 and December 2016. Details of this year's run may be found on their website, [HERE](#).



The event has three stages, these being London to John O'Groats, John O'Groats to Lands End and Lands End to London. The start is at 18.00 and heads north on the A1 up to the first stop at a location near to Doncaster. It's then onto the next stop on the border at Carter Bar and into the Scottish Borders. We visit a location in the vicinity of Edinburgh at 3.00am on Saturday morning. By now the initial euphoria felt by the crews at the start will have worn off and weariness will start to creep up, but still the mileage must be done. Next up is a drive along the A9 and A99 viewing the sun rising (it will wake you up) over the North Sea to John O'Groats for a well earned breakfast and a wash and brush up at this very Northern tip of the UK mainland.

Now come possibly the best driving roads of the event as crews cross the top of Scotland via Thurso, and then down to Altnaharra, this is a marvellous single track road that offers challenges to the drivers and fantastic stunning views. The next stop is near Inverness, by now it will be early afternoon on Saturday. From there the route skirts Loch Ness, crosses Telford's Caledonian Canal and heads onto Fort William. The next part is a visual highlight as crews pass through the inspiring mountain ranges of Glen Coe. The roads from Inverness are wide fast 'A' roads that really offer crews the chance to stretch their cars, in fact it could be said that these roads have been designed for use by Triumph motor cars. Next up is a stop in the vicinity of Glasgow, many cars are quickly fettled as the second half of the event starts, cars needing oil top ups and the like. It is weird to think that crews have to get to Lands End for breakfast and onto Knebworth for the finish in 24 hours time, in fact, some crews look totally alarmed by this realisation!

The crews now drive back through the fading light into England taking the A74(M), A6 and the M6 as they head to the border, the next stop is at Tebay for a stop at the best motorway service area in the UK. A bit more motorway action is suffered as we head to Oswestry through the England/Welsh border for some single carriageway fun! Another great night's driving is now enjoyed right in the middle of Wales. It is bound to be raining, but by now crews will feel at one with their car and be able to exploit the roads that are set out before them. The next stop is just west of Monmouth before we head down to Chepstow passing Tintern Abbey and then onto the old Severn Bridge, this always looks more imposing than the newer one downstream. Then it is onto the M5 and off to the West Country. Still the Controls Stops keep coming, with two or three more before Lands End. If the crews thought the Saturday morning sections were tough, the Sunday morning can be very fatiguing and it can be a struggle to get to Land's End, the A30 section through Bodmin Moor being particularly tiring. The third part, possibly the easiest and definitely the busiest section, starts after a superb breakfast at Lands End as one watches the Atlantic beat England's coastal point. Nice roads are enjoyed as crews set off to Bude for a stop at the town's Museum and maybe more tea and then onto the final stretch of the event, competing with Sunday afternoon traffic to Knebworth for the finish.

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@troctd.com.

The 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.



SOLD: 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.

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

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

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 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.

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:

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 overrides and the flaming torch radiator cap are anachronisms.)



