



THE GLOBE

VOL 50

NO 1

MAY 2024



to renew your membership in future using the

NEW BANK DETAILS

See inside!

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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REGISTERED OFFICE: 49 South Close, Long Buckby,
Northampton, England, NN6 7PX
Website: www.TROCltd.co.uk
(Affiliated to the Federation of British Historic Vehicle Clubs)

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and MAGAZINE EDITOR

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SPARE PARTS: Available to paid-up members only. THE SPARES SERVICE IS NOW OPEN, under new terms of service which were notified in the December 2023 newsletter.

Note that our spares officer and all members of the committee are volunteers working on Club tasks in their spare time. Please contact the Spares Officer by email at the email address shown above.

Cheques should be made payable to TROC Ltd. We cannot take credit or debit card payments, but BACS bank transfers and Paypal are acceptable. Paul Collard 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.

FINAL CHECK!**DID YOU RECEIVE THE DECEMBER NEWSLETTER AND 2024 CALENDAR?**

We had an unfortunate loss of a bundle of our posted envelopes in January. We have had extras printed so we can replace them. However, we have no way of knowing who needs them! They were posted out to all members, email or postal. *If you have not received your December Globe and 2024 Calendar, please email or phone the editor* – contact details opposite. The originals should have reached you on 13th-14th January.

EDITORIAL

Dear members,

If you look at the page header, you'll see we are commencing our fiftieth year of production of the Newsletter. The Club was founded in 1975, so our 50th Anniversary will be in 2025; but the newsletters, of course, began with volume 1, not volume 0; so I am taking this opportunity to celebrate this minor anniversary, and especially the contributions of the founder members who are still on our committee and are still making their contributions to the Club. You'll find this nostalgic ramble begins on page 8 .

MEMBERSHIP RENEWAL for May 1st: we have changed our bank. However, this edition of the Globe is delayed, and there may not be time for you to update your instructions. Don't worry, the old account numbers will still work, and your subscription WILL be credited, though it may take longer.

The instructions and new account details are on the following page. *Please* do renew – we need ALL our members – and please DO update your payment method, even if it's in readiness for next year, so that we have a minimum of chasing-up and correcting to do. **Thankyou.**

Our **AGM** took place on March 17th, very successfully. Normally we publish a shortened account of the meeting, but this year we are publishing the full **minutes** (see page 6) because the new format, with the accounts and Officers' Reports published in advance in February, makes the meeting itself shorter and quicker. We were also helped in that respect by the efficient chairmanship of **Chris Blackman**, and we are delighted to welcome him formally to the chairmanship of the Club. We have 'muddled along' well enough since the late Chris Hewitt stepped down in 2020, but it is a refreshing change to have a new sense of purpose and direction at the helm.

The **Chris Hewitt Memorial Rally** is approaching fast, and details are on page 4.

Editor

We welcome new members:

1319 Mr Huub Popping, in Blankenham, Netherlands, who has TDB 1075 DL, the lone Razoredge from the huge sale of hoarded classics described in a newsletter last year.

Our cover pictures for this issue:

Front – Lord Kitchener appeals to your 'Best of British' sense of duty to be prompt and efficient in updating your membership renewal details – see page 4.

Back – How many can you name? The photograph was taken in Carlisle, in front of the redbrick magnificence of the Crown and Mitre Hotel – which still exists – and the Cathedral is just visible beyond. Is the coal delivery truck a Scarab? It's interesting to try to guess the date, too. Comments and guesses are welcome, but I don't have any answers.



**THIS IS THE VENUE FOR OUR NATIONAL RALLY, 14TH JULY 2024
THE CHRIS HEWITT MEMORIAL RALLY**

The Hollycombe Steam Museum comes highly recommended, and has a multitude of activities and exhibits to entertain us throughout the day. In addition to a full-size Quarry Railway with magnificent views across the gentle south downs countryside, there are traditional steam-powered fairground rides, Bioscope, woodland gardens and steam-driven farming equipment. There are also plenty of rides for children.

We shall be making a feature of remembering our late chairman for many years, Chris Hewitt.

It is hoped that since the location of this year’s rally is closer and more easily accessible to large numbers of Razoredges located along this Hampshire and south-coast region, we shall have a bumper turn-out including many new cars and members as well as our regulars making the trek from further north. The site is just a few miles off the A3, and only 30 miles from M25 junction 10.



The Standard Triumph picnic at Walton Hall, September 2021

Happy memories from previous gatherings.

MEMBERSHIP RENEWAL 2024

Please accept our apologies that this issue of the Globe is so late. Many of you will have already paid your subs by an existing standing order, and this will be safely received and you will be sent a receipt by email.

IF NOT, please follow the instructions below.

This is the contribution by which you keep the Club in existence: the annual membership renewal, due on **May 1st**. Please check your personal and car details on the enclosed membership renewal form, and let us know of anything which is incorrect, or has changed. All the necessary details are on the enclosed/attached form.

This year is that we have a new bank, and new account number and sort code.

Here is a sample message to your Bank, **if you pay by Standing Order, or wish to do so – please adapt as necessary:**

Please CANCEL my existing standing order in favour of Nat West account

Sort Code 60-15-30

Account 31823602

Triumph Razoredge Club

Please make a new Standing Order to Triumph Razoredge Owners Club,

reference [Mem 1234 Jones] – *(that is, your membership number and surname)*

Sort Code **30-99-50**

Account number **85969660**

For the sum of **£30** (**£35 for overseas members; or if you have your newsletter by email, £20**)

on **1st May 2025** and then on that date each year until further notice.

For my records please mark the payee reference 'TROC subs'.

If you prefer to pay by posting us a cheque, by PayPal, or by online BACS bank transfer, the full instructions are on the membership renewal form, and are summarised here.

Paying in the UK by BACS (online banking), the **new numbers** you need are:

Sort Code **30-99-50**

Account number **85969660**

Please give your surname and membership number as the Reference.

For **overseas** members, the **new numbers** you need are:

TROC **BIC No. LOYDGB21287**

TROC **IBAN No. GB07LOYD30995085969660**

- and your payment should be for £35 if you have your newsletter printed and sent by post, or £20 if you have your newsletter by email.

In all cases, please put your surname in the reference box so we know whom the payment is from.

Thank you for taking the trouble to get this right.

MINUTES OF THE AGM, SUNDAY 17TH MARCH 2024

Present – Committee: Chris Blackman (Chair), Mike Sampson (Zoom Host), Bob Parsons, Harry Beacall, Tom Robinson, Roger Stone, Paul Collard, John Bath

Present – Members: Graham Beechey, Andy Brown, Doug Crook, Phil Heycock, Allan Pigdon, Gordon Phillips, Trevor Scott-Worthington, Andrew Stacey

See the February 2024 *Globe* for the officers' reports and accounts sheets.

- The minutes of the 2023 meeting were **approved without dissent**.
- Chris Blackman's opening remarks summarised the key events of the past year: the sad loss of our previous Chairman, Chris Hewitt, and Club representation at his funeral; the departure of Bob Hobbs, leaving the Technical Officer post vacant, but Paul Collard having taken over the spares service; Harry Beacall having taken over the roles of Secretary and Treasurer from retiring Bob Parsons, who remains on the Committee.
- Committee Roles: Chris outlined the resultant proposed committee structure for the year ahead. In addition to the changes mentioned above, he had been persuaded to take the Chair, and Mike Sampson, Roger Stone, John Bath and Tom Robinson would continue their existing roles. **Vote: these arrangements unanimously approved.**
- Secretary and Treasurer's Reports: Harry Beacall thanked Bob Parsons for his 48 years in this role. A small presentation had been made at last year's rally (see the August 2023 *Globe*). Both the General Account and the Spares Account are in good health, and the transfer of the bank accounts from Nat West to Lloyds had been successful – spares and membership can now see incoming payments. We are aware that the increased costs of spares storage rental will impact the spares account, but we shall wait until next year to evaluate the effects.
 - Question from the floor: had we investigated finding an interest-bearing account to provide some income to cushion us against the increased costs? Harry said that we would investigate. In recent years interest rates have been too low to make any significant difference.
 - When would the details of the new accounts be given to members, in preparation for membership renewal on 1st May? Roger assured the meeting that the April *Globe* will give prominent coverage to this need. Harry said that the Nat West accounts still exist, with a nominal penny in each, so that money paid into the old accounts will not be lost.
- Spares Service: Paul Collard said that since re-opening the Spares service on 1st February business had been brisk, and £1,600 worth of spares had been despatched to members. There had been some hiccups, which was to be expected, and the new terms of service and channels for ordering spares need to be re-publicised. Some of the Club's stocks of spares need to be re-ordered or otherwise replenished, and this is in hand.
 - From the floor: were members ordering items such as consumables which can be easily obtained from other sources, thereby using the Club's time unnecessarily? Paul said this was not the case; it was items like brake shoes or steering king-pins and bushes, particular to our cars, rather than spark plugs. Paul usually deals with spares on Mondays and Fridays; members could help mainly by remembering to use email to make orders, rather than phone calls, which he is not always free to take.
 - Doug Crook offered possibly to house some of the low-use spares under cover at his premises. We have large surpluses of some items – eighteen gearboxes, for example. Paul said it was likely the Club would seek to place these with members, rather than dispose of as scrap; but we also have the contents of the lock-up garages at Ashted, which include a

restored TD chassis, body panels and other items very rarely called for. We shall enter discussions.

- Membership – Roger said that after two unusual years, with large numbers of new memberships in 2022 and then very few in 2023, we seem to have returned to normal levels; the membership remains steady at around 170 to 180. The numbers of members choosing to take the newsletter electronically is now 63, which is a help to the finances of the General Account.
- Newsletter: - Roger said he had had reduced time available because of family illness care needs, and had made the decision to try to maintain the normal quality and content of the newsletters even if that meant some delay in publication. It is hoped the situation will improve. Another problem was that the Royal Mail had lost about 15-18 of our December posting; we have had additional copies printed in order to replace these, but unless members notify us, we do not know who needs them.
- Historian: - John Bath said that his work publicising the Club's activities through submissions to the classic car press had continued normally, but we had an extra boost from assisting Muriel Hewitt in the disposal of Chris's Razoredge, Roadster and a woodie conversion, incomplete, based on a TDC Limousine, through the *Bangers and Cash* programme. They had collected and sold, for good prices, all three cars; the episode will be in series 10, probably not airing until 2025. His 'other hat' is as our accredited representative with the DVLA, where for the first time we had a complete failure, because the commission plate had been removed from a car. Despite voluminous supporting evidence, they were not to be moved. However, there has been a happier ending to the tale, which will be recounted in a future newsletter. Another application was successful, and that car is now for sale, with its original registration, through ebay.
- Website: Chris Blackman said that the move from the old website to the new has now been completed, and the old site closed down. People who go to that web address now arrive seamlessly at the new site. We are still working to expand the provision of the site, and suggestions and comments are welcome.
- Rally 2024: this will be at Hollycombe Steam Museum near Liphook in Hampshire on 14th July; details follow in the May and June newsletters.
- Rally 2025: our **50th Anniversary Rally** will return to the Cotswold Wildlife Park at Burford, site of our first-ever rally, and will take place on 13th July 2025.
- Tom Robinson described how we are interested in developing more local events, and we have Club banners now located around the country for use. It was suggested we could further strengthen the committee by having an Events co-ordinator. There was some discussion of local events suggested by those present.
- Suggestion from the floor: that the Club should maintain a list of known good-quality suppliers of services and items such as exhausts, springs, chroming, and refurbishing of carburettors, etc. The Committee will look at this, perhaps in association with other member clubs of the Standard-Triumph Forum.
- Date of the next AGM: March 2025, to be notified through the newsletter.
- Chris Blackman thanked all those who attended, both as Committee members and as ordinary Club members. The meeting closed at 11:15 UK time.

TROC AND THE 'GLOBE' NEWSLETTER: THE EARLY DAYS

As mentioned in the Editorial and visible in the page header above, this is the fiftieth year of production of the Club newsletters.

The Club was formed at a meeting on Saturday July 26th in the Angel Hotel, Northampton, organised by Stewart Langton, in conjunction with Bob Peters, Tom Robinson, Malcolm Chapman, David Groves, John Bates (see opposite!), Bob Parsons and a couple of others: members 1-9, The circumstances which led to this meeting will be more fully described in articles next year, when we shall document the full early history of the Club; but today we are more interested in the Newsletters.

Bob Peters, a forthright but not wholly reliable chap, appointed himself Chairman, since he had prior experience with the Austin 7 Club, and other roles were allocated or volunteered for. Tom Robinson found himself Vice-Chairman, and he "had bashed a typewriter in my National Service days in the RAF,



Club Razoredge number 1 – TD 2457 DL, of Bob Peters. It still exists.

which immediately qualified me as Editor. I had no idea what I had let myself in for."

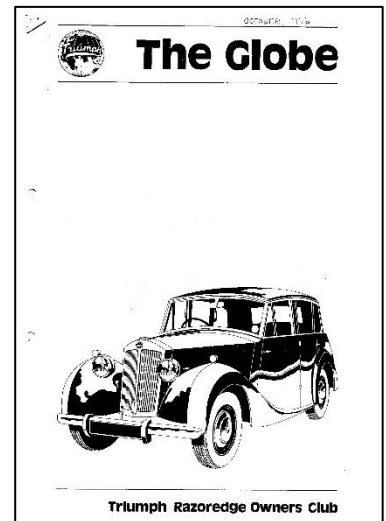
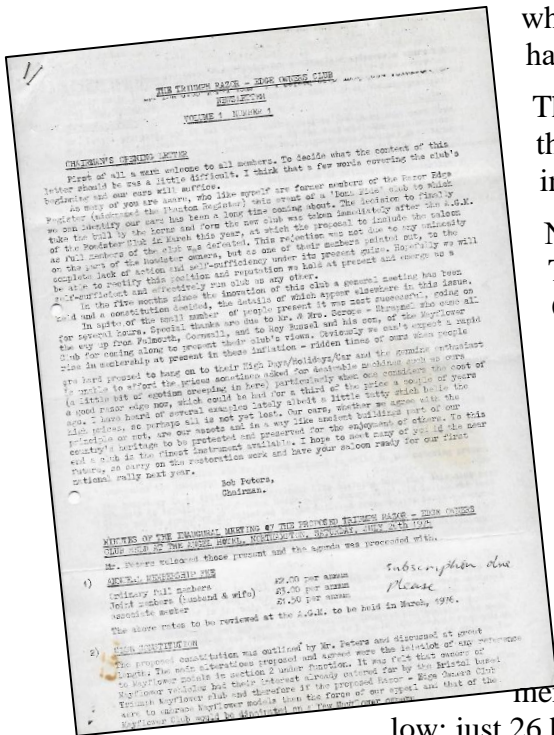
The tone of the early bulletins gives an insight into the mood of the meeting, and the nature of the early Club. It was a time of inspiration, innovation and enterprise.

Note that at this stage the newsletter was not yet 'The Globe'. This was a suggestion made by John Bath to Bob Parsons in October of the first year, and was adopted by the Committee at their next meeting. The early newsletters were written on a manual typewriter, and duplicated; just a few A4 pages. Photographs were not possible using the technology of the day, but line drawings were included in issues 2 and 3.

In those days, of course, everything was done by hand; addressing envelopes, sticking stamps. Tom was probably quite grateful that the

membership numbers were quite low; just 26 by the time the second edition of the newsletter came out in September, and 42 by the end of the year. Just seven of those 42 are still members today, and will be celebrating their fiftieth year of membership with the Club's in 2025.

Tom continued editing the newsletter for the next 37 years, ushering in changes as technology permitted: the first smudgy photographs, and then moving to the A4 booklet layout and commercial printing in 1989; and eventually colour photographs, and the website and online editions. It has been quite a journey, and hopefully there's a long way still to go.



The 'Globe' design cover from 1976, by Stewart Langton.

PERIOD RAZOREDGE ARTWORK AUCTIONED

This watercolour was offered for auction in the last edition of the Globe, and the winning bid of £125

came from a member who wishes to remain anonymous.

It contains much that is quintessentially English – the gently-undulating countryside where horses may safely graze, an ancient sturdy church, and of course a Razoredge. It’s even almost raining. How English can you get?

The artist is John Bates, a founder-member of the Club. John kindly suggested that we should auction the painting, with the proceeds going to the Club.



John Bates's 1970s watercolour of Tong Church, with Razoredge.

AN INTERESTING QUESTION...

Gary Le Breuille asks: "I'm old enough to remember when a Rover was a large prestige family car and the mini the smallest car on the road. What changed?"

Well, we note that the 'mini' driver is not so good at parking, for a start.



MORE ON THE PRE-WAR TRIUMPHS

In the last edition we showed this picture of a 1936 Triumph Continental, and commented on the large number of different models Triumph produced, often in small quantities. This was possible in the days when cars were hand-made and had coachbuilt bodies, but it was hopelessly uncompetitive when mass production began to make its way into the market, hence Triumph's 1939 bankruptcy.

Our colleagues at the Pre-1940 Club, in their December newsletter, had a lengthy article on what was probably the most extreme example: the Triumph 'Straight Eight'. Only two were made, in 1936, and both survive.



1936 TRIUMPH CONTINENTAL, ONE OF 24 MADE. Currently available to buy at www.europeanclassiccars.co.uk

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367 subscribers

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5

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...

Video: <https://www.youtube.com/watch?v=uVOUWFp0VMQ>

I was fortunate enough to see them both together at Brooklands in 2014, and ferocious beasts they look. The bonnet, and the engine within, seem to go on forever. In case you should be thinking that owning such a magnificent chariot would be unalloyed pleasure, you should know that the article spends seven of its eight pages describing the owner's many mechanical experiments in trying to make the car go at all.



"We had agreed to do an Alfa Romeo 8C rally in Bavaria and I had a car that struggled to get out of the village." The car attended the Silverstone Centenary last year, but required three breakdown stops along the seven mile trip there.



They did finally succeed in tracing the problem and fixing it – the magnets in the magneto were too weak, so he swapped it with the one from his T5 Bugatti.

Pictures by kind permission of the Pre-1940 Club.

NEWS OF OUR CARS

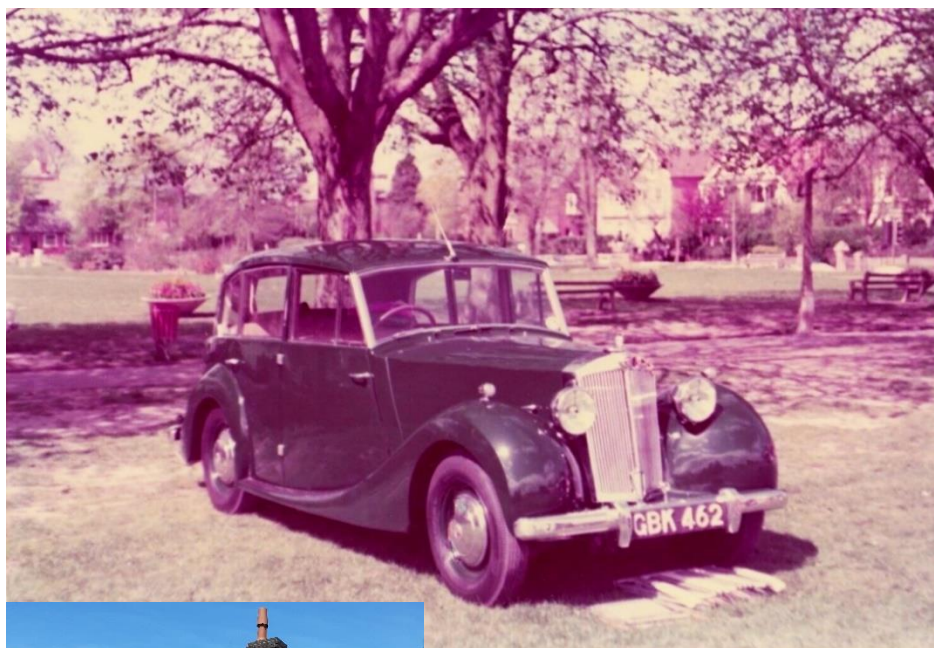
Are you paying attention? Usually this section of the Globe is mildly interesting, but there's something startling this time. There's a 'wow' coming.

Currently offered for spares in Denmark is TDB 5164 DL, OMA 644. Bernhard Ruest points out that in German, 'Oma' is a colloquial term for 'grandmother,' equivalent to our Nan or Granny; therefore very appropriate for an oldtimer car. However, there appears to be no queue beating a path to the door waving cheque-books.

The car was briefly in the Club from 1976 to 1980, in Tamworth, Staffordshire, and has not been heard of since, so it is good to know where it has been slumbering all these years.



Next we have an early colour photograph which was recently for sale on ebay, spotted by John Bath.



This is GBK 462, TDB 4995 DL, and it's a founder-car of the Club, having been owned by member 13, A P Smith, in Hampshire, from 1975 to 1977.

Then in May 1983 the car reappeared with Ewen Davis, member 342, who still owns it today and is still a member. He is unsure when this picture must have been taken – possibly at a cricket club near Stoke Row, Oxfordshire, about 25-30 years ago.

It is Jade Green, although that is not very obvious in the slightly faded tones of the old

photo; but is dark blue now. The car is still in good condition and occasional use today, in Camberley, Surrey, but unfortunately Ewen has a prior commitment with steam engines clashing with the **Chris Hewitt Memorial Rally** at Hollycombe Steam Museum, near Liphook in Hampshire, so members won't have the opportunity to meet it on July 14th.



It will be very interesting to see how many of the other original cars from 1975 will appear, this year at Hollycombe or next year when we return to the Cotswold Wildlife Park at Burford, site of our very first national rally.



On the left we see RPA 676, TDB 5652 DL, on its way to Stuart Finnie of Sussex Classics, East Grinstead, where it will be sold on. This was an executor sale, being disposed of by Tim Whitehouse of Derby. John Bath had provided supporting evidence for him to reclaim the original registration.

This car was remarkable in that it was known to have been laid up in storage in the mid-sixties; John thinks it might well be the longest-laid-up Razoredge he has ever had to deal with. The Ebay description is below, and tells a remarkable story.

This Triumph has been off the road since 1966 and will need full restoration, however it does deserve to be saved and comes with all its original paperwork including buff log book, handbook, service records book and current v5 which is registered on its original number (Non transferable) So the story with this car is that it bears the chassis number TDB 5652 DL and from records has a build date of 20th September 1951. It was supplied and registered to its first owner in Guildford, Surrey on 1st October 1951 by SF Erskine & Sons Ltd, 24 Commercial Road, Woking, Surrey.

It was then passed to its second owner just 7 months later and remained with them until today (so only 2 owners in 73 years). This gentleman used it for the following 14 years for touring in Yugoslavia, Ireland and Scotland. Surprisingly it had a factory reconditioned engine in July 1956 (tag still present on block). It continued in use until 1966 when play in the steering brought an MoT failure.

It was then laid up in the stables for the next 58 years. The owners son carried out a engine rebuild in 1980 fitting new pistons, liners and bearings. It has been started from time to time most recently a few months back apparently, although we have made no attempt to start it, so its condition today is as pictures show. It has rust in the rear wheelarches that has resulted in the wings becoming part detached and also along the mounting area for the running boards. The chassis as you would expect is fairly sound. It is a major project, so please be clear about this, but it has lovely history and there cannot be many left with effectively one owner from new, it deserves to be saved

We are going to run this as a no reserve auction and there is no cash or buy it now price. We can arrange delivery anywhere in the UK after cleared funds and we accept debit card payments or bank transfers. Viewing is more than welcome any time before end of the auction or we can send additional pictures of any area on request:

The car was bought from ebay for £821, and we have not yet heard from the new owner. Hopefully there will be more news to come.





Another car well-known to the Club which has recently reappeared at auction is TD 1874, a 1948 Razoredge originally registered as JM 7350 and for many years owned by our member David Naylor, in Cheshire. In 2015 failing eyesight led him to sell the car, and it was owned for some years in Anglesey with another TROC member, who retained the registration, so that it now carries PXS 964, an age-related substitute mark. After two quick changes of owner it was auctioned by Manor Park Motors in October 2023 for only £2,760, but is still looking

very good – now Jade Green, matching the green leather of the interior. It can be seen driving in a sales video here: <https://www.manorparkclassics.com/auction/lot/196-1948-triumph-1800-saloon/?lot=1795&sd=1> .

Finally – and this is just a trailer – we have been receiving reports of this car turning up in Germany. Bernhard Ruest, our correspondent in Switzerland, lives only a few miles from the German border, and sometimes passes us items about German as well as Swiss cars. He has heard of a TD which has recently been unearthed and is being sold, and we are in touch with the current owner. It is.... (are you sitting down?) **TD 2 DL** . That's right: the second ever production Razoredge. The earliest, oldest, Razoredge in the world.



Unless you know where TD 1 DL can be found.

The full story will be in the June Globe, and you can probably guess what's going to be on the cover.



If you are interested, it can be yours for just €14,950 .

DRIVE-IT-DAY REPORTS

We had a great Drive It Day on Sunday with ERP 183. The sun shone all day. We drove just over 90 miles along the Coast and through the Wolds of Lincolnshire. The car performed faultlessly and it was a pleasure to be out on the quiet roads. Surprisingly we did not see another



old car on the roads. The second picture is waiting for a train (not one of mine) to pass at Sibsey level crossing; not many of these left now.

Regards, Colin Copcutt.

In Fromebridge, our Chairman Chris Blackman was out in his TDC 2670 DLO, also enjoying bright sun.



I'm not quite sure why this Roadster has crept into the pictures, but we're a broad-minded and tolerant lot, so it can pass for this special day.

Phil Heycock, of Bleadon in Somerset, sent us two pictures – but I'm keeping one for the 2025 Anniversary Calendar. He says his wife has been unwell – we all wish her all the best, I'm sure.

If you would like your car to be a featured car of the month in our anniversary year, do capture a Razoredge photo and submit it to the Editor before November 5th.



WHAT'S ON: FORTHCOMING EVENTS

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

If you know of a good event in your area, please recommend it. Emails to the Editor.

Sunday 26th May

Hoveringham Vintage Vehicle Society has their 25th annual gathering of tractors, equipment, classic cars and similar. You know Hoveringham – if you draw a ring through Gonalston, Thurgarton, Bleasby and Kneeton, Hoveringham's right in the middle. (Between Nottingham and Newark.)

Sunday 26th May

Thorp Perrow Classic Car, Vintage Vehicle and Motorcycle Show, North Yorkshire: visit www.thorpperrow.com for combined tickets to the arbortum and the show. Around 300 mixed vehicles expected.



Monday 27th May

“Lazy Monday” meeting at East Huntspill – an informal run plus display – for contact for details and a registration form. 3 Razoredges expected. No entry fee – donations bucket.

Recommended:
Sunday 23rd June

Standard Triumph International Picnic, at Woodland Grange Hotel, Leamington Spa, Warwickshire. The pre-1940 Club organise this, but Razoredges will be made very welcome. There is no charge to participants, because the Club makes a contribution to the organisers on your behalf; just turn up, between 10am and 4pm; take a picnic or enjoy the hogroast. We have been to these before, and they are very convivial events.

28-30th June

Inter-Club International: lots of car clubs, especially MG and Triumph, meeting at the Three Counties Showground, Malvern. See the website at <https://www.interclubweekend.com/> for details. A great venue – will TROC be represented? Contact the Editor if interested. The entry ticket is £30 per person per day, but is well worth it.

Sunday 14th July

The TROC Chris Hewitt Memorial Rally: we are going south this year, at Hollycombe Steam Museum, Liphook, Hampshire – GU30 7LP – masses to see and do. There are many Club Razoredge owners nearby who don't often get the chance to join the Club national day, so please seize this opportunity! Prizes!

Sunday 8th
September

Standard Triumph Gathering at *The Great British Car Journey*, Ambergate, Derbyshire. This is a newish and vigorously-growing activity museum, well worth a visit.

Samedi 5^e Octobre

The Morges British Car Meet at St Prix, Switzerland. Delightful lakeside setting.



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.)

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 Paul Collard in the normal way.

FOR SALE: Triumph Renown TDC 554 DL first registered March 1952.

The car starts and runs fine. The head was completely overhauled and I have the receipt for £2000.00.

Gearbox is also fine but the usual synchromesh wear of a car this age.

Converted to negative earth with alternator fitted. Electronic ignition. New carburettor when head was overhauled. Electric fan. Over size battery.

Brakes are fine. Tyres have good tread.

Bodywork fair to good condition. Please see photos.

Upholstery fair but driver's seat could do with recovering.

Please contact me for any more information or to view.

Thanks for looking! Bob Darch. 01278 683 165 or 07818 463 246;

The car is situated near Bridgewater, Somerset.



Bob is making this sale for health reasons, and seeks offers around £5,000.

FOR SALE: "Possibly the best Razoredge in existence". Stewart Langton, ex-committee member and founder member of TROC, is finding age is making his driving of the Renown difficult, and he's going to stick with his Sunbeam which is easier. He is therefore offering SHN 928, TDC 1900 DL, with a large collection of spares, full set of manuals and handbooks, full history including original documentation, and complete in all respects. £13,000.



SOLD



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

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: Andy Kemp is selling his late, excellent-condition TDC (above) 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		
Painted TDC headlights, pair	£100	2x Chrome front grilles	£30 each
Master cylinder, needs repair	£50		
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: Peter Cable, member since 1984, has reached an age where he can no longer enjoy driving his TDA 1825 DL, UMA 886. This is a car he restored himself, over many years, and has maintained it in excellent condition, spending thousands. He is based in Enfield, Middlesex. Please telephone 02083 632 468 to discuss.



FOR SALE: Martyn Pegg in Romsey, Hampshire, says “I am selling my 1950 Razoredge LRR 883 TDB. The car is in fair condition and was last driven 2023. We plan to move to a smaller house and will not have room for the car and my tools. Our location is Romsey Hampshire.

The seats have been recovered in leather and the carburettor overhauled. There are a host of spares including left and right front wings, windscreen and wheel bearings. I have the original instruction manual along with a host of other paperwork **£4,500**. Please call Martyn 07572 369 999.



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 from Martin Smith, of Gillingham in Kent, OHP 101, TDC 1936 DL. This is a lapsed restoration; the car is complete, but in pieces, and will require work. The sale is forced by health issues. Martin is asking ~~£1,500~~ **only £800**; buyer collects. Door cards and other parts are in boxes.



Contact Martin on 07757 707 990.

FOR SALE: Mark Gatiss is “selling my project that my dad and I were going to do together, if anyone is interested. Dad has had a stroke and can't concentrate enough to do any work (he's the mechanic between us!)

The car is on ebay [HERE](#). This is TDB 6321 DL, just 80 or so cars younger than my own which is also Jade Green. Perhaps the colour was in fashion at the time. Black was always the most popular colour, but less dominantly so in the later years.

Paul Gibbs offers a failed restoration car FOR FREE – to someone intending to rebuild. This is TDB 2538 DL; Paul's own efforts stalled some while back.

Contact him on 01225 481507 or 07881 342 259 for details. The car is located in Bath, Somerset.



FOR SALE: 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 597 860 or email at 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: 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: Paul Thomas of Sheffield bought a Razoredge project in 1984, but has spent many years with nothing but good intentions. He now accepts that it's only going to go for spares. The car has been stored dry, and it's fairly complete, but some of the rear body panels and woodwork have now been sold. Enquiries to Paul Thomas, , or 07743 542 353. Note – some unkind person removed the commission plate before Paul could collect the car, so we are not even sure whether it's a TDB or TDC. Previous registration unknown.



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 registration number is ADM 974A (originally EDY 567). It is a 1600 DL. The car is in South Gloucestershire, north of Stroud. Offers please.”



Contact Claire Hawkins on 07889 144 509

Any reasonable offer will be considered.



