



THE GLOBE

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All that's best in Britain

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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UXBRIDGE, MIDDX UB8 1XS
Website: <http://www.trocltd.co.uk>
(Affiliated to the Federation of British Historic Vehicle Clubs)

**MEMBERSHIP SECRETARY AND
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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.

DID YOU RECEIVE THE DECEMBER NEWSLETTER AND 2024 CALENDAR?

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

EDITORIAL

Dear members, **IMPORTANT AND URGENT:** Please take note of the accounts and officer reports in the following pages. This is in preparation for the AGM on **Sunday 17th March**, starting at **10am UK time**. All members are cordially invited to attend. Any comments, questions or motions you wish to submit should be sent to the acting Chairman, or sent with your request for a link to attend, which goes to the Membership Secretary.

To join the meeting, please immediately email MembershipAdmin@TROCltd.co.uk, from the email address you intend to use for joining the meeting, and you will then be sent a Zoom invitation a few days before the meeting. If you have not received your link by Saturday 16th, check your spam folder. *All members are very welcome to attend, and the Zoom meetings we have held in the past three years have been friendly, productive, and nothing like as boring as you might expect.*

On more normal matters, we have the opportunity for you to bid for this edition's cover picture, which is a charming watercolour by a founder-member of TROC, but painted before the Club even existed. The scene is quintessentially English – the gently-undulating countryside where horses may safely graze, an ancient sturdy church, and of course a Razoredge. It's even raining. How English can you get? See p 131.

For those of you who like **WhatsApp** there is now a ***Triumph Razoredge Enthusiasts*** group. If you would like access to this, please email the editor, who will send you a link. The main advantages of WhatsApp are that everything sent is encrypted, so it's very secure; plus it's easy to include pictures. Our member Gary Le Breuilly is co-administrator for the group, so it's best to apply to him if you'd like admission; I'm hopeless with WhatsApp. (Why can't they make these things STRAIGHTFORWARD?)

Also in this edition: Mick Harris's account of his Razoredge restoration and ownership, as told to Adrian Flux Insurance and published on their website. It is reproduced here with their permission. We also have updates to ***What's On*** and ***For sale and wanted*** pages – there's a lot happening in the Razoredge world!

Editor

We welcome new members:

- 1316 Mr Marc Lebreton from Paris, who has acquired TDB 6214 DL, previously with a Jersey member for many years.
- 1317 Mr Frank Dirks of Geldern in Germany, who has TDB 1134 DL (FSV 398 in the UK)
- 1318 Mr G W Love of Tunbridge Wells, who is in the process of buying a car.

Our cover pictures for this issue:

Front – A watercolour by John Bates, TROC member number 5 and still a Friend of the Club. See page 131 for further details and an opportunity to bid for the framed picture.

Back – An advertisement from Australia, “back in the day,” 1950. I have lost track of who sent this in – apologies, whoever you are, but thank you anyway.

TRIUMPH RAZOREDGE OWNERS' CLUB**Annual General Meeting, Sunday 17th March 2024 at 10:00am****Agenda**

Opening remarks	Chris Blackman acting as chair of the AGM
Confirmation of Changes in Committee Roles	
Secretary and Treasurer's Report	Harry Beacall
Reopening of Spares Service	Paul Collard
Membership & Editor's Reports	Roger Stone
Historian's Report	John Bath
Website development	Chris Blackman
Future Club Activities	Paul Collard and Tom Robinson
Any Other Business	Open discussion (through the Chair please)
Date of next AGM – March 2025, to be notified through the Newsletter	

Acting Chairman's Remarks to the AGM, 17 March 2024.

Welcome to The 2024 Annual General Meeting of the Triumph Razoredge Owner's Club.

The position of Club Chairman is currently vacant. However, the Website Manager was foolish enough to jot down a few items for discussion at a Committee Meeting, which list was immediately deemed to be an agenda, thus its author was appointed meeting Chairman. It may be that the Club subsequently appoints the Website Manager as Club Chairman.

The Club has seen an eventful year with changes to the Committee and to the Company's directors. Some old hands have stepped aside and several new faces have taken up the reigns. I wish them all well.

We noted the sad passing of our long-time Chairman, Chris Hewitt, whose funeral took place in January: thanks go to those Members who attended representing the Club.

The resignation of Bob Hobbs, our long-serving and much-valued Spares Secretary, Technical Officer and erstwhile Membership Secretary has left a large gap in the Club. We send him our heartfelt thanks for his diligent service and best wishes for his future endeavours. Paul Collard has taken over the Spares, both organisationally and physically. He is now also a Company Director, as is Harry Beacall who has stepped up to the roles of Company Secretary and Club Treasurer: We offer our thanks to Bob Parsons for his long-term commitment to both these positions – a small presentation was made to Bob at the Annual Rally.

The 2023 Rally was held at Milton Keynes Museum in July as has been well reported in The Globe Magazine. Thanks go to Harry Beacall for making so many of the arrangements.

The Globe Magazine has continued from strength to strength in the capable hands of editor Roger Stone.

In the year ahead, one of the Committee's objectives is to encourage members' participation in established local or regional events, where the Club would seek to have a presence. I look forward to meeting many of you and your cars at these gatherings and at the Club National Rally.

Chris Blackman

T.R.O.C. LTD GENERAL ACCOUNT 2022 and 2023

EXPENDITURE	2022	2023	INCOME	2022	2023
Globe incl printing &post	£ 3,919.12	£ 3,842.95	Money at Bank 1.1.22 + 23	£ 5,869.69	£ 5,428.74
Stationery + postage	£ 575.89	£ -	Subscriptions (incl joining fee for new members)	£ 5,235.81	£ 4,515.27
Zoom Meeting + Rally costs	£ 200.72	£ 700.96	Nos of Ordinary Members	137	145
Gift / Donation / Bequest	£ 100.00	nil	Nos of O/S Members	37	37
Payment to Spares No 2 A/c	£ 115.75	£ 20.00	Nos of Assoc Members	2	2
Club advert	£ 474.00	nil	Nos of Honorary Members	6	6
Web design + maintenance	£ 327.50	£ 200.00	TOTAL	182	190
Repayment of Subscription	£ 10.00	nil	Recd on behalf of Spare A/C	£ 115.75	£ 20.00
FBHVC Membership + DVLA Investigations	£ 75.50	£ 85.54	Adverts / DVLA Car Registration		£ 30.00
Data Protection Fee		£ 35.00	Sales of umbrellas + diagrams etc	£ 12.00	£ 14.00
Paypal fees	£ 6.03	nil	Bank interest		nil
Sub total	£ 5,804.51	£ 4,884.45	TOTAL	£ 11,233.25	£ 10,008.01
Money at Bank 31.12.22+23	£ 5,428.74	£ 5,123.56			
TOTAL	£11,233.25	£ 10,008.01			

TROC LTD SPARES ACCOUNT 2022 and 2023

EXPENDITURE	2022	2023	INCOME	2022	2023
Spares Purchased	£ 1,746.84	£ 57.94	Money at Bank 1.1.2022 & 23.	£ 29,352.67	£ 30,757.77
Postage	£ 1,485.60	£ 768.20	Spares Sales excl p+p	£ 3,955.82	£ 7,156.91
Transport costs	nil	£ 870.79	From Gen A/C for spares sold	£ 115.75	£ 20.00
Manuals, Stationery & stamps	nil	£ 10.00	members postage for spares sold	£ 1,485.60	£ 542.29
rent of spares storage units	nil	£ 2,250.00	Members credits on goods	nil	nil
Spares storage racking & crates	nil	£ 1,735.91	transfer from No1 A/c	nil	nil
classic car loan project	nil	£ 267.00	Donation	nil	nil
Companies Hse Registration	£ 26.00	£ 26.00	TOTAL	£ 34,909.84	£ 38,476.97
Liability Insurance	£ 578.14	£ 578.14			
Directors Liability Insurance	£ 315.49	£ 315.49			
Transfer to Gen A/c subs	nil	£ 20.00			
SUB TOTAL	£ 4,152.07	£ 6,899.47	STOCK AT COST		
Money at Bank 31.12.2022 + 23.	£ 30,757.77	£ 31,577.50	31.12.22	31.12.23	£ 63,715.00
TOTAL	£ 34,909.84	£ 38,476.97	1.1.22	1.1.23	£ 65,924.00
					£ 63,715.00

Treasurers report

Harry Beacall

I am happy to be able to present to you my first treasurers report, but before I do feel we must show huge gratitude to Bob parsons, who held the role as treasurer and company secretary for 48 years. Thank you for your service Bob!

Our handover was successfully completed in January 2024, to coincide with the use of the clubs new Lloyds bank accounts. NatWest were proving slightly troublesome to amend various mandates and access levels. Lloyds appears to be much easier, now meaning Roger for membership matters, and Paul for parts matters now have sight of the relevant accounts.

On the whole, our accounts remain healthy, with income and operating costs remaining similar to previous years. Spares storage is set to cost us much more this year than previous years and we will monitor the effects of this and review in due course.

Spares Secretary Report

Paul Collard

Firstly, may I take this opportunity to introduce myself formally, having now taken over the club spares storage and distribution. I have been a TROC member since 2016 and owner of “Ruby”, NRL 546, my 1951 TDB 3907 DL.

I was co-opted on to TROC committee in 2022 when I expressed an interest in assisting with finding a new home for the club spares following Bob Hobbs’s sterling efforts for 10 years as spares secretary and his decision to stand down and spend some well-deserved leisure time with Mrs H. I am now also a Director of TROC Ltd

Having searched for nearly a year for suitable location I fortunately found a storage site a short distance from my home and having secured two 20 x 8 containers began preparations for the transfer of the spares from Wilshire to Sussex.

This took place on 23rd October with an early start to collect the 7.5 tonne hire lorry and a drive west, arriving at lunchtime and so the transfer began. My thanks for the helping hands of Bob, Chris, and a steady supply of coffee and cake from Mrs H! Having reached the weight capacity in the truck it was time to head back to Sussex arriving back at around 9pm. The lorry was duly parked up for the night ready for another early start on Saturday to unload. Another trip was carried out on 15th December this time in a smaller van to collect the final items.

All is now reasonably well sorted and catalogued in the store and TROC spares became open again (to paid up members only) on the 1st February.

Just one plea from me, please bear with me while I get to know which is which and what is what. I don’t have and will never have the level of knowledge that Bob had and will be wholly reliant on the trusty Spare Parts List (which can be found in the members area on the website. [Technical Matters – Triumph Razoredge Owners' Club \(trocltd.co.uk\)](https://www.technicalmatters.com))

You will have seen that we have a new Terms of Supply for Spare Parts. Please make yourselves aware of the procedure for ordering spares. In short it is your responsibility to know what it is you want and to order by the Spare Parts List part number please, (redacted).

Any ambiguous descriptions will only lead to delays in supplying you, thank you.

In closing, I am very much looking forward to being your Spares Secretary and equally look forward to dealing with you.

Paul Collard

Continuing with Zoom as our platform for Committee Meetings and the AGM Mike Sampson

We continue to use Zoom for our committee meetings as this has now proved itself to be the most efficient way of having frequent discussions. Regular meetings have become increasingly important for us to be able to react, as a group, to the changes that the club is going through. This includes the reorganisation of the spares facility, changes in committee responsibilities, organising events and the general progression of the club. We held 8 committee meetings in 2023 plus the AGM.

Zoom continues to prove to be very good value for us as a club with an annual subscription costing less than a single physical meeting pre-pandemic.

My other club responsibility has been to provide artwork when required including a design for a set of new promotional banners to support club rallies and regional events.

Mike Sampson

Membership Secretary's Report

Roger Stone

The last two years have produced strange changes in new membership applications: in 2022 we had a steady stream of new applicants, twenty-three in all; and in 2023 we had a meagre ten, one of whom has already decided the car he bought will cost more than he expected to repair, so he has left again. However, 2024 seems to be coming back to more promising numbers, with three new members in January alone.

The upshot of these contrasting changes is that the overall membership is very much the same as it has been in recent years: we have 175 members today, against 180 at the equivalent time last year. These are made up from 36 overseas members, the remainder being UK; and the number of members taking the *Globe* as an email attachment continues to grow gradually, now standing at 64.

We have, during the year, introduced a new category, that of '**Friend**' of the Club. There are ten in this group, and they include some notable past members, such as John Bates, whose painting is on the front cover of the February *Globe*; plus others who have made significant contributions of one kind or another. They are not club members, they cannot buy spares, nor can they vote; and those who receive the *Globe* do so by email attachment only, so that there is no cost to the Club.

Historian's Report

John Bath

2023 will be recalled as the year we lost our former Chairman of 40 years, Chris Hewitt. By the time you read this the funeral will have taken place in Leatherhead, on 24th January, with representatives from TROC and The Roadster Club attending.

There was a small ray of light in this sad situation with TROC helping to dispose of Chris's cars with the aid of Mathewsons the well-known Yorkshire-based Auctioneers, with filming of the collection by Derek Mathewson himself, back in September, for a future "*Bangers & Cash*" programme on the Yesterday TV channel.

TROC and DVLA' V765 scheme for "lost registrations"

The renewal form I so dutifully completed (to retain TROC on the list of authenticating Clubs) was either lost in the post or in Swansea, but luckily, I had kept a scanned copy on file. To their credit DVLA sent me reminders by post (which did get through, miraculously) and email and so I then emailed those scans to them – and moreover, we have not been "struck off".

We successfully got one registration restored for a member during 2023. However, one other application was rejected by DVLA, despite “mountains of evidence supplied”, in fact more than any other previous application. The reason: removal of the circular commission number disc on the bulkhead. There is a happier ending to this unsuccessful application, which will be recounted in a future *Globe*.

Publicity after the Rally

Our 2023 Rally at Milton Keynes Museum was especially successful, as suggested and organised by my colleague, Harry Beacall. We had a write up in “*Classic Car Weekly*”, possibly a first for the Club, and a photo plus mention in “*Classic & Sportscar*”, traditionally great supporters for our cause. John Bath

Editor’s Report

Roger Stone

We have produced another six issues of the *Globe*, and another Calendar, and comments from members have been uniformly appreciative, so I believe we are getting it roughly right. My warm thanks go to all those members and Friends of the Club who occasionally send in snippets, pieces of information, pictures they have spotted, and sometimes whole articles; these are always very much appreciated, and they keep the contents of the magazine far more varied and interesting than it would be if it all depended upon one person’s output.

We have in recent months encountered two significant problems. The first was with the December issue, where a bundle of about 15 copies, perhaps more, were lost by the post office. We have had some additional copies of the newsletter printed, and I have replaced all the missing ones that I have heard about; but I do not know how many members there might be who have not noticed, or not bothered to notify us.

The second problem has been with the time available for the production of the *Globe*. Family commitments have reduced the opportunities for getting work done, and I am left with a choice between getting a shortened or simplified version done on time, or maintaining our normal level of content and quality, and producing the magazine as soon as I reasonably can. I have selected the latter option. Since the timing of the *Globe* is not usually crucial, I hope this is acceptable to members. Roger Stone

TROC Website Co-ordinator’s Report

Chris Blackman

The Club’s website at <https://trocltd.co.uk/> has now completely replaced the old site. The models shown in the parade on the top of the front page are now right – thanks in part to John Bath’s image of the late Chris Hewitt’s car, fittingly memorialised.

Information and images of general interest are immediately accessible to public viewers. Some technical materials, details of the spares service and the embryonic Register of Razoredges are within the password protected Members’ Section. The Password for this is currently **letmein**. It is intended to refresh this at intervals, with any new password being publicised in the *Globe* newsletter.

Links to the *Globe* archive of back-copies (2012-present) are now in the public domain.

A replication of the Renown Spare Parts list (part number 500451 / 53) is now available for download from the members’ area. Progress on collating *Globe* technical articles has been slow, due to some extent to the seeking of a suitable presentation format.

“Forthcoming Events” and “Out & About” pages are routinely updated. Roger Stone keeps the “For Sale and Wanted” page synchronised with its namesake in the *Globe*.

Comments, corrections, and contributions of, or suggestions for content are always welcome. The to-do list is still quite extensive so please be patient!

Chris Blackman

Website Co-Ordinator

RARE OPPORTUNITY TO BUY PERIOD RAZOREDGE ARTWORK

Our founder-member John Bates may be familiar to readers through his account of a 1975 expedition exploring French junk-yards, when he and four student friends spent a couple of weeks touring France in a TDC. This was published in the *Globe* of October 2020. It was the sort of daft but heroic thing you do when you're young, and you don't mind the discomfort of travelling with five people and their luggage crammed in a twenty-year-old car. The account of their exploits is well worth looking out: wry humour, wonderful nostalgia, and occasional moments of terrible poignancy as they encountered relics of the second World War.

However, that is not the point of this page. John is still a friend of the Club, and remains in touch, although he sold the last of his three Razoredges back in the late seventies. He recently asked me if I thought anyone might like "this old not-very-good painting" or should he just throw it out.



Before Mont Saint Michel. Note the luggage on the roof (no roof-rack).

I guessed that this was a piece of his own work, and he admitted this was the case.

I can imagine that there are likely to be numbers who will see the virtues of this water-colour, and as we suggest on the cover of this edition, 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?



John Bates's 1970s watercolour of Tong Church with Razoredge, open for bids

John has kindly agreed that we can auction the painting, and the proceeds will go to the Club. We shall therefore publicise it here, and on the Facebook and WhatsApp pages, and on the website. The highest bidder will be announced at the AGM Zoom meeting on March 17th. Bids should be sent to the Editor by email or text message – contact details are inside the front cover. The painting is framed and glazed, which might make for difficulties in packing and posting, but might make it a more attractive proposition if you live near Wolverhampton, where John is located, and you can collect in person.

SPOTTED ON THE INTERNET



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



View the video here: <https://www.youtube.com/watch?v=uVOUWFp0VMQ>

This attractive representative of the pre-war Triumphs was recently reported to us. If you look at the sheer length of that bonnet, the car does seize the imagination. However, it also illustrates one of the reasons the pre-war Triumph company struggled and sank into receivership in 1939: too many different limited-numbers models, at a time when the economics of car production was moving relentlessly towards mass-production and lower prices.

It's the sort of car that invokes the "I don't care what it is, I WANT ONE" response, like this replica Bentley monster.

Seeing the Bentley, however, reminded me of a car we once saw in a photograph from Florida. Looking at the terrible things which have been done to that car – is it just coincidence, or is that Bentley the look they were aiming for?





The car was believed to have been owned in the West Indies – Jamaica or the Bahamas – by a doctor, who later brought it over to Florida, and then when he died in 1984 the car passed to his gardener. In 2001 it was sold to a home repair man who had been doing some work at the property. “It was, he added, the two-door model.”

Eventually the full horror was laid bare: the rear wings had been removed, rotated forward about 45 degrees, and cut level with the running-board; this means the leading edge overlaps

the rear doors, so these have been sealed shut, or plated over. The rear quarter-light pillars have been removed, and an ‘artistic-effect’ cutaway panel inserted in place of the window. The front windscreen pillars are shortened by about three inches, and the roof bowed down.

This is what’s left of TDC 2 DL, the second TDC ever to have been produced.

It may just be coincidence, but if so the similarities this creates with the Bentley on the facing page are quite remarkable.

NEWS OF OUR CARS



Gary Le Breuille has re-upholstered his cream TDB (see September in the 2024 calendar), looking exceptionally smart; and so did Gordon Davies, below. (Look at that tool-rack through the window!)



If you are having work done on your car, or better yet if you are doing it yourself, do send us some pictures and comments.

Now that the Club no longer has a Technical Officer who has all the answers (we do miss you, Bob!) - we need to share our knowledge, and pool our experiences, so that we are better able to keep the cars on the road in a safe and roadworthy condition.

Whether it's cosmetic, mechanical, electrical or whatever – as the BT advertisement used to say, "*it's good to talk.*"

ADRIAN FLUX ARTICLE: MICK HARRIS AND TDC 1126 DL

The Adrian Flux car insurance website, which can be found at www.adrianflux.co.uk, carries a series of articles with many stories from classic car owners. One of these is from our own Mick Harris, and Adrian Flux have given us permission to reproduce the article here. The text is theirs; additional photographs have been provided by Mick. If you'd rather read the on-line version on the Adrian Flux site (which is quite difficult to navigate), it's here: <https://www.adrianflux.co.uk/forever-cars/>.

“The seeds of Mick Harris’s love of cars and mechanics were sown by a maverick metalwork teacher at high school in the 1960s. With the course barely underway, Mick recalls the teacher saying: “This type of metalwork is boring, isn’t it? How about we go out and buy a car?”

“It was the sort of thing you could do then,” he says. “So he went out and bought a car from a scrapyards, a wooden-bodied Lea Francis. He said ‘let’s get rid of all of this crap wood and give it to the woodworking lot’, and we got on with the chassis and the engine. “We got it going, and it was so interesting. That was the seed for me becoming a mechanic.”

It was also what prompted he and wife Midge to buy an old car seemingly abandoned half in and half out of a barn next to a butcher’s shop across the road from their home near the Malvern Hills. “We went past it every day, but we had no idea what it was,” says Mick, 71. “It had no badges, it was going green, and all you could see was the back end sticking out of this half-barn. But I wanted to have a car to do up, because that was planted in there from school, and it could have been any car, it wouldn’t have mattered - but it had to be old.” This dirty but grand-looking vehicle, languishing and unloved, fitted the bill, and Mick set about getting his hands on the car.



The moment when you ask yourself: “REALLY?”

company aged 15, a Peugeot dealership, and a seven-year stint at a local garage near his home in Alcester. “At the AA, as they said, ‘you can’t break things that are already broken’,” he says. “You’d take things apart at the side of the road if you could and, if there were things you couldn’t fix immediately, perhaps you could keep the spare part, take it apart and see why it packed in and start to understand things a lot better. It made you a better AA man, and it suited me.”



RESCUED RENOWN IS MICK'S
PERSONAL TRIUMPH

READ MORE

“I didn’t make initial inquiries, you don’t just go ploughing in,” he says, “but I asked the postman and he said ‘loads of people have been after the car and he won’t sell it’. Months later, the postman said ‘Mick, that car - the butcher’s now retiring and he’s got to get rid of it. The trouble is, he doesn’t own it - it was abandoned there for 20-plus years and that’s why he’s never been able to let it go.’ Somebody had said they’d come back for it, and they never did, so the car did actually become his by abandonment.

“I said I was interested, and we did a deal at a silly price, £60, which was a month’s mortgage payment at the time.” That was in April, 1978, by which time Mick was working for the AA, having previously worked as a mechanic at the Midland Red bus

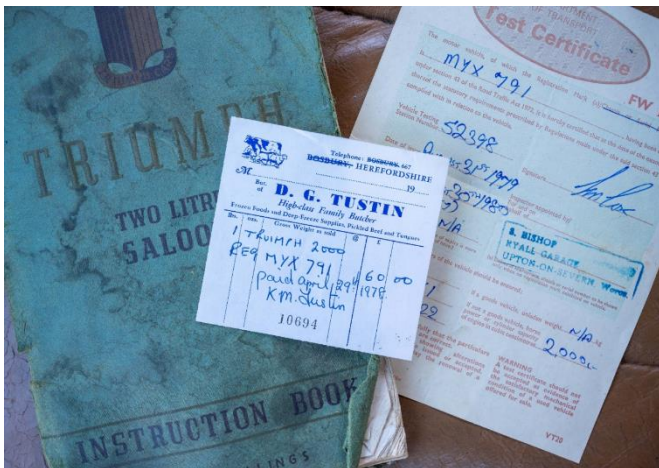
It also gave him the perfect attitude to bring back to life this mysterious old car with running boards, Razor Edge styling, and very little in the way of interior. Midge, who was driving a Triumph Spitfire at the time, remembers the car that ‘had nothing’. “No headlights, no chrome, no documents - how were we ever going to find these things for a car we didn’t even know what it was?” she says. “We couldn’t even open the boot.”

“We did open the boot eventually, which was either seized or locked, and inside were all these bits of chrome, headlights, and the chrome radiator cap - it was a big bonus,” adds Mick. “We found some bumpers in the car itself, but they weren’t chrome so we painted them in aluminium paint to look like chrome.” The couple were able to identify the car as a Triumph Renown, a large 2-litre saloon produced between 1949 and 1954 following the Standard Motor Company’s takeover of the Triumph marque.

Mick got the engine running in the barn, before towing the car across the road to their own driveway, where he set about recommissioning the Triumph’s brakes, putting all the brightwork back on the car, and getting it ready for the road. “Most of the panels are aluminium, and the chassis was absolutely solid,” says Mick, taking care of the mechanicals while Midge worked on the “rubbish” interior, creating new headlining, door panels and pockets. Refurbishing the water-damaged dashboard would have to wait. “She’s always been run on a bit of a shoestring,” she says, “and we couldn’t afford to have things professionally upholstered.”



During the rebuild, a local forge owner who had seen the car approached Mick and said he had a three-speed gearbox with the optional overdrive from a Standard Vanguard - the Renown’s sister car. “He said I could have it for a tenner, but it didn’t fit because it was out of a diesel Vanguard,” he says. Standard was the first British car maker to offer a diesel engine as a factory option in 1954. “So I stripped it down - I was very determined in those days - and made it fit and it worked. Overdrive was a blessing. It made a lot of difference.”



By the time the Triumph was ready to be checked by the DVLC (as it then was), Mick had decamped to Cornwall, promoted there to the rank of Sergeant by the AA, leaving Midge to complete the registration paperwork required because the car had been off the road for so long and lacked any documents.

“They said ‘what year do you think it is?’ and I said 1951 because it’s the year I was born,” laughs Mick, “although we found out later from Beaulieu that it was a later one, a TDC, probably from 1954, but I wasn’t going to change it.” The TDC used the longer wheelbase from the limousine version, and is distinguished from the earlier cars by its wider rear

window and push-button door handles, both evident in our photographs.

After about a year, the car was ready for its maiden voyage, and it was quite a daunting one. With Mick in Cornwall, it was left to Midge to pilot the Triumph the 200 miles to Bodmin once she had finished her nursing training in Worcester and the couple’s house had been sold. “It was heavy, and I’d never driven a column gear change before,” she says, with the family cat also on board. “I got to within about 40 miles when it broke down in Okehampton. At the time there was no Okehampton bypass, so I’d driven through

the middle and there's a big steep hill on the other side. I got halfway up it." Thankfully, it was only a broken fan belt, fixed by the AA and Midge was able to carry on.



On the road – with Jade the sheepdog.

so I had to get all the cars to back up behind me," she remembers. "After that first bend they knew by then not to get too close, but I never went into a multi-storey again."

The Spitfire also followed the couple to Cornwall, but its regular need for welding saw the Renown pressed into service as Midge's daily driver for several months, making the 50-mile round trip from Bodmin to Truro where she worked as an A&E nurse. "It was fine because I got used to it and I was stronger I think, because she's obviously not got power steering," she says. "Luckily, it was an outside car park at work, because the only time I had trouble was when I took her into a multi-storey car park in St Austell." The tight turns, designed for modern cars with better turning circles, caused something of a headache. "As I went up, I couldn't get round the loop to get to the next level,

so I had to get all the cars to back up behind me," she remembers. "After that first bend they knew by then not to get too close, but I never went into a multi-storey again."

It wasn't long before the steering box gave up the ghost entirely, Midge finding herself unable to turn into the lane where they lived on her way home from work. "We found someone in London under the Arches, who had bought a load of Standard Vanguard stuff from the RAF, and they did steering boxes," says Mick, "but it was a good couple of years before we could afford to have it done, because we had children then.

"I then stripped the car down, got the panels sorted and painted it, and also bought another Renown from Maidenhead for £95. "I got the best bits together to make one car. I was always going to do the other one, but sold it to north Devon and it became a wedding car."

Painting the car proved less than straightforward. "It's been painted several times and once, back in the early 1980s, was the most disappointing thing in my life," says Mick. "I painted it in the shed with

cellulose paint and with a 'Jumbo' compressor - a tiny little thing! - and a gravity fed gun. It looked glorious, but I came back out a bit later with a cup of coffee and it had all gone matt.

"I was in tears, because it had looked so good and then suddenly it didn't. I went and spoke to someone and he said 'You fool, it was too damp in the atmosphere'. "I had no idea - I'd never done painting before. But he said 'wait until it's nice and dry and do a trick - give it a light coat with neat thinners and it'll amaze you'.

So when it was dry, I painted it with thinners and it came back, and I thought 'wow'."



Paintwork rescued, and looking 'Wow'.

The rotten dashboard was restored when Mick found an old wardrobe that had been discarded in a pit. "I drove past this pit where people dumped all kinds of stuff, saw this wardrobe and thought 'hang on a minute, that's my dash'," he laughs. "It had been in the rain anyway, and by soaking it you could peel off

the veneer, which then stayed on just one layer of ply. I found I could bend it without breaking it and attach it to the dashboard.”

Another improvement was to switch from cross-ply tyres to radials, which cured the car’s tendency to have “a mind of its own”, even though it made it “very heavy to manoeuvre”. “When you’re on the open road it’s lovely, and the steering is much less awkward,” adds Mick.

A backward step, however, was a return to the original three-speed gearbox after the overdrive unit failed. “You shouldn’t leave the overdrive on and put it in reverse, and somehow this is exactly what happened,” he says. “The safety switch failed and the gearbox failed. When we came to move house again it needed new brakes, so I sold the overdrive to pay for the brakes. A friend bought it and stuck it in his Roadster, and he’s still got it so there’s no chance of me getting it back!”

Over the years, the Triumph has been in regular use, off the road for no more than two or three years, and used for everything from shopping trips, family holidays, and taking daughters Clare and Emma to school. “They were very embarrassed because I’d take them to school in this car and they wanted me to stop down the road and then walk,” smiles Mick. “I remember being told off in Jewson’s yard for loading the back seat and the floor with Hepsleve pipe while I was doing the house up. I said ‘I haven’t got anything else to move it with!’ It just wasn’t that important - the car was just used as a car. I’d go off down to Falmouth to go sailing and, although it got a lot of interest, I’d park it in the car park like any other car. I didn’t have any feelings of worry about it.



When the children were young, Mick fitted seat belts in the rear for a bit of safety and, according to Midge, to stop them sliding off the seat and on to the floor. “We’d pile loads of kids in the back and go on trips out,” she adds. “We went all the way to Yorkshire on holiday, staying somewhere overnight on the way up and then driving all around Yorkshire.” Unfortunately, the car didn’t make the return journey under its own steam. “I lost oil pressure suddenly, and that was it, the big end end bearing went,” says Mick. “Clare would have been about seven, and we were on the back of the truck and I remember her saying ‘we’ll get there faster than if you’d have driven’. She wasn’t wrong.”

Another trip to Yorkshire, in 1992 or 1993, was interrupted by a humanitarian mission. Mick drove the family in the Renown up to Yorkshire, left them there and headed back south to Nottingham, where he had been asked by the AA to attend a last-minute selection course to support a classic car rally to Chernobyl. “When I got there, they said ‘there’s another reason for being here - we’ve had a request from a police force in Warsaw who are going to Bosnia with an aid convoy’,” he remembers. “So I got selected to go there to support the lorries on the convoy, off we went, me and another guy in a Granada.” After an 11-day journey, he picked up the Triumph and headed back to Yorkshire to carry on the holiday with Midge and the children, who had been getting about on buses in the meantime.

The Triumph has been used for half a dozen weddings over the years, though never as a business, with Emma’s being the most recent in 2019. “The girls are not that keen on her, but they wanted to use her for the wedding and that was lovely,” says Mick. “Emma wanted her, whether that was as much to please me I don’t know - and it was free!”

“Our kids are very safety-conscious with cars, so although they used to ride in it when they were young, they don’t want their kids out in it,” says Midge, “because, compared with modern cars, they’re not safe in this car.”

“Our grandson, Theo, who’s four, was sitting in the driver’s seat of the car this week with his AA hat on,” adds Mick. “He likes to play taxis - I have to climb in the back and tell him where I want to go. I hope he’ll be interested - he may inherit her...”

The old Triumph is still driven regularly, and Mick added a servo to the drums brakes a couple of years ago to make life easier for Midge in particular. “I was having a bit of trouble, having to almost stand on the brakes,” she says. “Modern cars have all got ABS and all that and they stop dead, and she does *not* stop dead. So it’s helped me a great deal.”

Mick has always carried out any work on the car himself. “I don’t see the point in giving it to somebody else to repair,” he says. “It’s always me, and I’ve had to learn a lot of things. It’s a hobby at the end of the day. She’s part of the family and at every stage of your life, it means



something. You look back and it reminds you of the things you did and the money you spent that you didn’t have! She’s never going to be worth a lot of money, but it’s not about that. I love driving it.”

And that, adds Midge, is the whole point. “It’s not a museum piece - what’s the point in having a car that’s not used?”




Mick has been a TROC member since 1984.

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.

Saturday 10 th February	<p>Drive Your Triumph Day, Sir John Black's birthday. Rye Livingston in the USA invites all Triumph owners to choose this day to undertake an outing of some sort, and to send a photograph of your car somewhere – or maybe undergoing work? – which he will then publish on their website gallery. Email your picture to driveyourtriumphday@gmail.com with a few background details. Let's have more than one or two Razoredges this year: show the TR and Stag and Herald owners there is more to Triumph than that! I will if you will...</p>	
Sunday 11 th February	<p>MG and Triumph Spares Day at Stoneleigh, Warwickshire</p>	
Sunday 17 th March	<p>Starting at 10am UK time, the TROC AGM. Reports from Officers are published in advance in this Globe, to keep the online business as brief as possible. If you would like to take part please email the Membership Sec at MembershipAdmin@TROCltd.co.uk – see page 99 and following for details.</p>	
Drive-It-Day 2024 Sunday 21 st April	<p>The chance for EVERYONE to join in! Whatever you do, send us a picture or two.</p>	
Sunday 26 th May	<p>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.)</p>	
Sunday 26 th May	<p>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. If you'd like to take your Razoredge to show it, contact carolinehall30@btinternet.com.</p>	
Monday 27 th May	<p>"Lazy Monday" meeting at East Huntspill – an informal run plus display – for contact Chris@Blackmanfamily.co.uk for details and a registration form. 3 Razoredges expected. No entry fee – donations bucket.</p>	
Sunday 23 rd June	<p>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. We have been to these before, and they are very convivial events.</p>	
28-30 th June	<p>Inter-Club International: lots of car clubs, especially MG and Triumph, meeting at the Three Counties Showground, Malvern. Early-bird tickets go on sale in January. See the website at https://www.interclubweekend.com/ for details. A great venue – will TROC be represented? Contact the Editor if interested.</p>	

Sunday 14th July

The TROC National Rally: details will be published in the April and June newsletters.

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.)

The Club is buying new banners for use at events where members might attend and be happy to represent the Club. These will be lodged with volunteer 'flag bearers' around the country, so that they can be locally available to members when needed. Our intention is to hold more meetings opportunities at good local regional events.



Mike Sampson found this reminder of a 2009 gathering at Chipping Campden. The clouds look menacing, but please note the sun is shining where we are! The cars are, left to right: Mike's own TDB 4609 DL; the rich red of NWB 396, TDB 3861 DL, then owned by the late and fondly-remembered Alan Walton, and now with Guy and Suzie Singleton in Wiltshire; and Graham Beechey's TDC 47 DL.

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: 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.



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 in excellent condition, spending thousands. He is based in Enfield, Middlesex. Please telephone 02083 632 468 to discuss.



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 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 £1,000**; buyer collects. Door cards and other parts are in boxes.



Contact Martin on 07757 707 990.

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		
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: 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: 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. Email; keith.gulliford@talktalk.net

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.

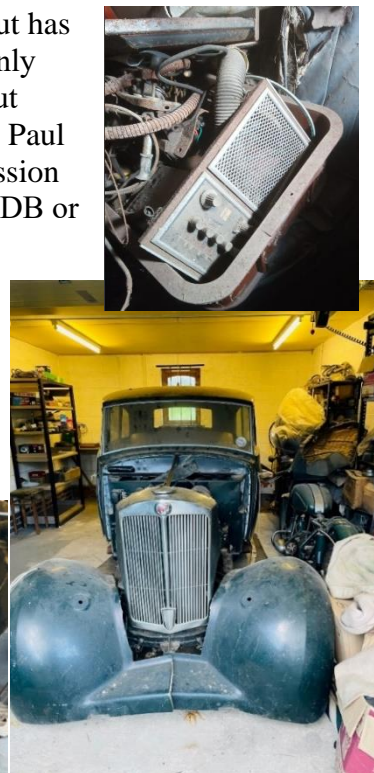
FOR SALE: Paul Thomas of Sheffield bought a Razoredge project in 1984, but has spent many years with nothing but good intentions. He now accepts that it's only going to go for spares. The car has been stored dry, and it's fairly complete, but some of the rear body panels and woodwork have now been sold. 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 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.



We have heard that Lord Saye and Sele of Broughton Castle died on the 20th of January at the age of 103. Many will remember him from the various rallies we held at Broughton Castle and just how welcoming he was to us all; very fond memories of the times we visited.

I've attached a link to quite a good tribute to him in the Oxford Mail:

[Tributes made to Lord Saye and Sele of Broughton Castle | Oxford Mail](#)

Regards, Mike Sampson



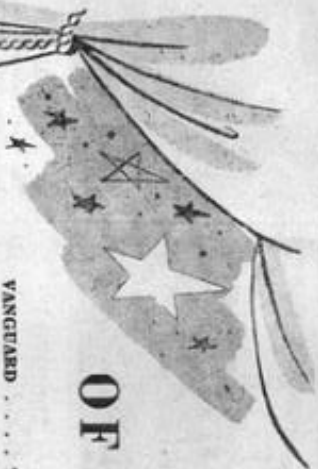
Above, Lord Saye and Sele proposes the loyal toast at the Jubilee Rally, 2012.



The 'Shakespeare in Love' view of Broughton Castle, overseen by nineteen Razoredges which attended at the 2012 TROC rally. The Fiennes family (or more correctly, the Twistleton-Wykeham-Fiennes) have lived here since 1337 when William of Wykeham, Bishop of Winchester, purchased it from its builder and first owner, Sir John de Broughton. 300 years later, although a Parliamentary supporter, the 1st Viscount Saye and Sele managed to avoid being a signatory on Charles I's death warrant, and by nifty political footwork was able to hold on to his property when Charles II was restored to the throne. Not for nothing was he given the soubriquet 'Old Subtlety'. The house had sustained significant damage from royalist cannons during a siege.

The site, however, is even older. A 2021 *Time Team* excavation established that there was a substantial Roman villa here from the 1st to 4th centuries, and it is likely that this would have been built on an existing pre-Romano settlement, lost in the mists of time.

We therefore bring this *Globe* to an end by harking back to the front cover: England, this England.



STAR CARS OF THE SHOW

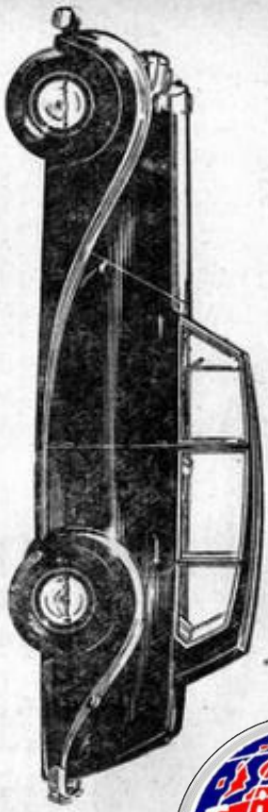
VANGUARD TRIUMPH MAYFLOWER

Three fine cars by Standard.
Each the leader in its class. Each backed by the reputation of England's most famous builder of quality cars. See them at the motor show or see them in our showroom. Gladly we will demonstrate.



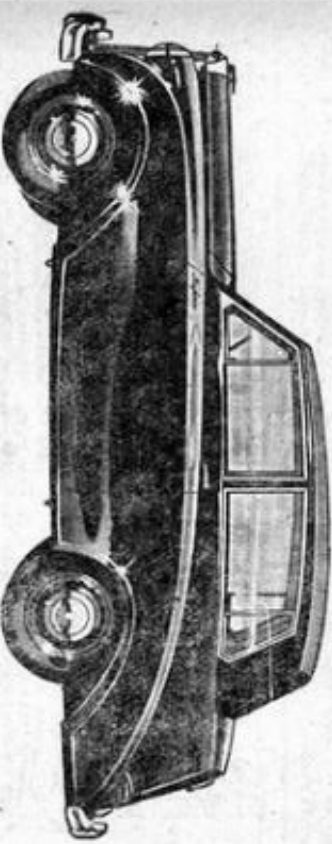
VANGUARD

Australia's most popular family car. Seats six in armchair comfort. Its lively wet sump engine develops 68 h.p., yet gives a thrifty 30 m.p.g. An ideal car for business and family motoring.



TRIUMPH "RENOWN" SALOON

Truly a luxury car, with exclusive coachwork by Mulliner, of England. Featuring big, clear, landscape windows with narrow pillars and a host of wanted refinements.



MAYFLOWER

With Mayflower, Standard re-enters the economy field with the outstanding car of the year. Road tests prove 39 m.p.h. running speed, 35 m.p.g. economy and remarkable ease of handling.

★ ★ These stars will be shining at Stand No. 22, Motor Show, and at . . .

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