



THE GLOBE

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TROC 50



Bursting into spring

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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John Bath

ADDITIONAL COMMITTEE
MEMBERS

Tom Robinson

“ “
“ “

Mike Sampson

Bob Parsons

SPARE PARTS: Available to paid-up members only. New terms of service which were notified in the December 2023 newsletter. We regret we cannot supply USA or Canada.

Note that our spares officer and all other 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.

EDITORIAL

TROC50

Dear members,

It is **Membership Renewal** time – your new subscription rates and renewal form are enclosed/attached. The discussion in the AGM, and background information, with full instructions for payments into the new accounts we set up last year, are all here: please read, please follow. **We are sorry that it's necessary to increase the subscription rates, but it is necessary for the continuing existence of the Club in the form we know it, and we very much hope you will agree, and remain with us as we grow into our second half-century.**

There's a lot in this Globe! We have a report on the successful AGM which took place on March 9th, and the consequent changes to the subscription and the membership renewal have already been mentioned; but we also have preparations for the 50th Anniversary Rally at Burford and other events. We also have extended for sale / wanted pages, where there are new cars and offers coming to the market and several sales – the market is moving and there are opportunities being taken up.

Possibly the most important message in this *Globe* is the article on pages 6-7. **Please don't miss that.**

As we move into spring (at least here in the northern hemisphere) there are reports from members who have already been out and about. If you have a show in mind, do please drop the Editor an email (contact details are on the facing page), so that we can share details in our *What's On* pages. It is a wonderful feeling to meet with others with similar interests, and give other members a chance to see your car.

The Club is planning to have a stand of our own at the Classic Car Show at the NEC in November 2025, our 50th Anniversary year. Member Stephen Smith is very keen to show his car there and has volunteered to co-ordinate the project. What we need now are two or three other members also to make their cars (and themselves!) available for the weekend of 6th-10th November 2025. Could that be YOU? If you think you might be interested, please contact Stephen Smith [stephen.mini.smith@hotmail.co.uk] or the Editor for more details.

Special appeal: DO take the time to look at the instructions for payment, when sending the Club money. If you send spares payments to the membership account, or vice versa, you cause delays and misunderstandings; and if you pay into the old accounts we stopped using last year... **Just don't, OK?**

Editor

We welcome new members:

- 1333 Matthew Hume, who has NKL 15, TDB 3047 DL, in Falkirk, Scotland; he becomes only the car's third owner from new, we believe.
- 1334 Geoff Harris, son of Maurice Harris who had a fleet of Razoredges as hire cars on the Isle of Wight, purchased from Arthur Pocock AND personally owned FTP 8, which was later the car Ed Lacey, TROC chairman for many years... the connections are so intertwined!
- 1335 John Cater in Surrey, who doesn't have a Razoredge at the moment but hopes to find one, because he has fond memories of one he owned in the sixties. There are plenty to choose from in the 'for sale' pages at the moment – there has probably not been a better time to buy one of our cars since the early seventies, when they were at their lowest-ever point on the price/value curve.

Our cover pictures for this issue:

- Front – Non-member Tony Wiltshire's TDB 6323 DL, KNM 600, outside JJ and Johnny's Tap Room in Emsworth, Hampshire. Looking really good! You can find a simulated 1950s film of this car touring around Portsmouth here: <https://www.youtube.com/watch?v=fKSk0I2KSe8>.
- Back – Kevin and Jan McLemore with MKR 334, TDB 1734 DL. See p12 for further information about this remarkable couple. You can see a video and other photos of this car in action [here](#).

WHAT HAPPENED AT THE AGM?

We are happy to report the continuing success of our AGM meetings by Zoom. This year we had seven of the eight committee members and eleven ordinary members present, including members from Ireland, Australia and the USA; which is comparable to previous years.

Apologies were received from six others. This level of attendance is far and away better than when we used to meet in person, as well as saving a significant expense.

The full minutes of the meeting are attached to the email version of this *Globe*, and the detailed Officers' Reports and the 2023-24 accounts were published in the February edition, so this article is just a brief summary of the key points. If any of our non-email members would like a printed copy of the full AGM minutes posted to them, please contact the editor.

The meeting proceeded to approve the revised Club constitution. The only changes which had been made were to bring the constitution up to date by incorporating changes like the use of Zoom and changes in the officers of the Club. There was no discussion, and the approval was unanimous.

The current Committee and Officers of the Club were then confirmed *en bloc*, again approved unanimously.

The Officers' Reports and the club accounts were presented, as previously published in the February *Globe*. The accounts were unanimously approved, and the only really significant item was the need for an increase to the membership fees. The background to this is explained in detail on the following page, and we urge all members to give this some consideration, because without your understanding and support, the Club ceases to exist. There was quite extensive discussion of the financial situation of the club, and questions about income and outgoings. Treasurer Harry Beacall's analysis suggested that a significant increase in membership subs was needed:

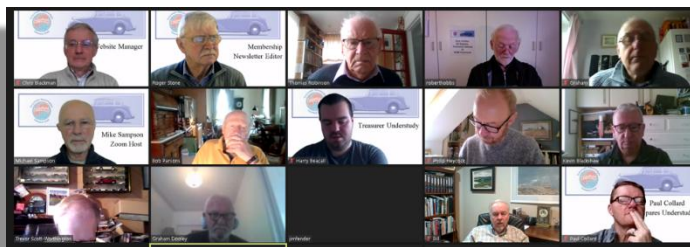
- Email newsletter membership (to include posted December Globe and Calendar) - **£35** (was £20);
- Postal newsletter membership UK - **£50** (was £30);
- Postal newsletter membership overseas **£60** (was £35, which had not been covering costs of postage.)

The consensus of the meeting was that the increases were justified and necessary, and that compared with other similar and larger clubs we would still be giving good value for money.

The principal benefit of the increased rates would be to continue to fund the costs of storage of our spares. We have rented, since June 2024, two large shipping containers at £180 each per month. Paul Collard explained that in busy months when higher value items of spares are purchased by members, the costs of storage were met; but in other months there was a shortfall. There is still a good positive balance in the bank, but the spares accounts for 2023-2024 show a total deficit for the year of **£3,668**. (There was also a deficit on the general account, but other unusual factors had affected this.) To try to meet the spares storage deficit solely by increasing the spares prices to members would result in very high charges.

The committee would therefore take away the comments expressed at the AGM and make a decision; the results of that decision are seen in the following article and in the membership renewal form enclosed with this *Globe*.

There was also discussion of the need to empty the lock-up garages at Ashted, where a full garage's-worth of old Razoredge panels and parts are now to be sold as scrap; further details of the arrangements for the 50th anniversary rally at Burford, and dinner on the Saturday at The Fox, Barrington; and the good reception of the club merchandise deal recently set up. The meeting closed at about 11:20.



MEMBERSHIP FEES: REASONS AND NEW RATES

The Club's last revision of membership subs was in 2018, seven years ago, and we are all aware that prices generally have risen in that time. Our current subs are very much at the low end of fees for comparable car clubs. Our policy in the past had been that the spares account and the general account should each pay their own way. The general account covers casual expenses, club public liability insurance, companies house and other registration fees, and the production and posting of the newsletters.

However, since the consolidation of the previous three spares-holders into one, it has no longer been possible to house the spares collection in scattered odd bits of members' garage space. In 2014 we made a substantial investment in a ten-year agreement with Bob Hobbs, involving the extending of storage space at his home. When he retired from the role of spares secretary in 2024, it looked for a long while as if the spares facility would have to close, because there was no-one to take the role on, and nowhere to store the spares. Finally, to everyone's relief, Paul Collard volunteered to take on the role of spares sales and distribution, but we still needed to find somewhere to house the stores, there not being any suitable space at Paul's house. We located shipping container storage conveniently close by; but the cost of the two containers we rent is £180 per month, each. Given the location, in the south-east, that's the market rate.

This presented the Club with a choice between increasing the costs of spares to a level which would cover the storage, or increasing the membership fee to subsidise the storage, or a mixture of the two. There was a fear that the level of increase of spares costs required to cover the storage rental would drive members away from using our spares, leading to a spiral of diminishing returns. (The cost of some parts often appears quite hefty, but we should remember what modern cars cost if you need to replace a component.)

The decision was therefore taken that we would increase the membership subs to enable a contribution to go from the general account each year to help pay for the spares storage, and that the costs of spares would only be increased in line with the realistic comparative replacement costs. This should enable the Club's spares operation to continue in a very similar way to our past performance.

Although this is a change to previous policy of each account paying its own way, and it now means that members who don't have cars, or whose cars are long-term stored and never buy spares for other reasons, will be in a small way subsidising spares for active members – but if the cars don't survive, there will be no club for anybody to take part in, so we feel it is logically justified.

At the AGM it was queried whether the increase in membership subscriptions might cause more members to change from printed newsletters to email electronic newsletters. This would not be a problem; in fact it would help our finances, because only half of the savings from email membership are returned to the member through the lower subs; the other half comes to Club funds. The more people who change to email membership, the better-off the general account would be. However, we remain committed to continuing to produce printed newsletters for those who prefer them.

The new membership subscription rates are therefore set as follows:

- Email newsletter membership (to include posted December Globe and Calendar) - **£35** (was £20);
- Postal newsletter membership UK - **£50** (was £30);
- Postal newsletter membership overseas **£60** (was £35, which had not been covering costs of postage.)

We have also scrapped the 'joining fee' of £15 levied on new members.

IMPORTANT NOTE: Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have the work done by a properly-qualified professional. Any accounts in the GLOBE or on the website are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.

“THERE’S A LOAD OF SPARES WITH IT...” **VITAL ARTICLE! PLEASE READ!**

Nearly all Razoredge owners accumulate, over the years, a collection of spares and old parts. These will be in varying usefulness and condition, some common, some very rare. A set of spare brand-new spark plugs (well, brand-new twenty years ago) – but, they don’t ‘go off’ with age, so they are still valuable, but commonplace. A battered, badly dented headlamp shell, pitted with rust? Commonplace, and worthless. The Club has others in better condition, some of which may need re-chroming, but they are undamaged. A spare fan-belt, ‘just in case’ – but how old is it? It came with the car. It could easily be fifty years old, from the hardness of the rubber. If put on a car, it probably won’t survive two minutes of running. A steering-column, complete, with that boxy lump at the bottom end and a couple of lever-things hanging from it – NOW you’re talking. The stator tube inside, down which the trafficator wires run, is virtually impossible to replace. The bell-crank lever at the bottom is a forging, from specialised steel, and we cannot re-manufacture them; when they fail, the car is dead. Those levers are irreplaceable. There are several similar parts around our cars which are potentially life-ending issues: with some, you could make a work-around by adapting something intended for another car; others, not so. When it’s gone, it’s gone.

The question is: how many of us know which is which? How many survival-critical parts are gathering dust on someone’s garage shelf in Crickhowell, whilst a car in Lampeter has been off the road for a year for lack of that very item?



Choke cable and knob – never fitted

When your editor purchased his current pride and joy, TDC 1900 DL, (the one which didn’t make



it to the 2024 Rally because the differential exploded – since repaired, thankfully) – there were a host of spares with it. Boxes and boxes of spares. This was because Stewart Langton, founder member number 8, had been instrumental in setting up the Club’s spares collection. In 1976 there was an appeal to all 56 members to contribute £2 each so we could begin to establish a working fund for buying spare parts as they became available from closing Triumph dealerships during the 1980s. At the same time Stewart had built up his own collection of parts which might be useful one day. My problem was, as new custodian – I am totally non-technical. I look at these parts, and I couldn’t even hazard a guess

as to what most of them are, where they go or what they do; whether they are rare or commonplace.

Therefore, assisted by my daughter with her large van, we made yet another pilgrimage to Bob Hobbs in Wiltshire and spent a long afternoon going through every box, unwrapping every greasy item from its brown paper, identifying and cataloguing. Some things are obvious: rear number-plate box glass. That size, shape, and material, it could be nothing else. Other anonymous strangely-shaped lumps of metal meant nothing to me, but Bob rarely hesitated in his identifications: “Valve springs – those are the outer ones, there’s an outer and an inner...” With many items, the diagnosis was followed by “Paul’s got loads of them,” but for some precious others (distributor spares for the 1800 engine for example) we earned an “Oooh – hen’s teeth!” Engine thrust washers, piston rings, suspension bush and pin, distributor drive cog... What on earth is a Universal Joint Centre Spider?



Identify? Keep, or chuck?

Some were apparently trivial – sun visor hinge, foot pedal rubbers – but they could matter a great deal to someone who wanted to get their car to the ‘just right’ stage. Others we couldn’t use at all: old head gaskets, clutch plates, exhaust gaskets and old brake shoes, which all contain asbestos. We cannot sell them; we could not even give them away without breaking the law. They have been disposed of. In all, seven A4 pages of densely-scribbled notes, most of which I can still read, and about half of which have some meaning to me. Some of the items were from other cars altogether. I think those were there just to make sure Bob was paying attention.

All these we divided up: some for me to keep and take home, because SHN might need them, or if I ever manage to get the TDB back on the road, it will need them. The majority, however – about two-thirds of Stewart’s total collection – have been



added to Paul Collard’s club spares resource in Eastbourne. Some because there were so many – five windscreen wiper switches for the dashboard, four chromium top bars from the trafficators, two accelerator cables – but others just because I wouldn’t know what to do with them even if I had them on the shelf. Various engine bearings, engine mounting blocks, big end bearing washers, a front suspension swivel, con-rods, a whole box of body corks – which sit between the body and the chassis as you rebuild the car. Sediment bowl clamps, parts for the windscreen wiper drive, king pin bush set, nine TDC door handles, the list seemed endless at the time.

Starter motor, rather scruffy-looking
– but there is no wear at all on the teeth.

The point is, however, that all these parts are useless without someone knowing what they are, and where they are located. This is the journey upon which Paul Collard has embarked on our behalf, supported frequently by Bob Hobbs. Paul has in his first year completed over 100 orders sent out to members, and without him, we would no longer have a Club spares service. We owe him whatever support we can give, otherwise our glorious cars would one by one stumble unsteadily into laid-up storage, awaiting essential spares which might never come. Even members who no longer have Razoredges, but are maintaining their interest and membership out of fond memory alone, would have little to see on the road or at meetings; and the “out and about” accounts you read in the Globe would become more and more sparse, without effective spares support.

The membership subs increase this year might be quite a step up, but if that what it takes to enable our spares service to help us keep our cars on the road, I feel it’s a price well worth paying. I hope you agree.

One further point: when you have problems and need parts for your Razoredge, DO email Paul as your first port of call. If the Club holds the item, your problem is solved, probably at a better price than you are likely to find elsewhere. If we don’t have it, it’s quite likely that Paul will be able to tell you a suitable source. We don’t endorse or recommend any particular suppliers, but we are happy to pass on suggestions which might help you. If neither of those work, only **then** is it time to cross your fingers and search eBay or book your day at the Newark ‘nourmous Autojumble.

It’s good to keep in touch – have you tried the WhatsApp group? Email Gary Le Breuilly giving him your mobile phone number, and he’ll add you in.



NOT a sun visor.



A fine collection of goodies

OTHER NEWS IN BRIEF

Trump's latest 'tariffs' – otherwise known as import taxes – do NOT affect classic cars (any cars over 25 years old). This means that our flagging classic car market should not be too much affected by the turmoil across the pond in the immediate future; if we had effectively lost the American demand for cheap classics, it would have had a deleterious effect on prices here, especially at the top end of the market. It is too early to say how the longer-term consequences of the tariffs on world trade will affect us as a whole, but it's not likely to be good.

However – the Real Car Company of Snowdonia, whom we have often mentioned in these pages, emailed us on April 5th to say they are reducing the prices of some of the cars which have been on their books for some time. It might be a golden opportunity for someone who has always fancied a Bentley? Find their cars at <https://realcar.co.uk/1935-bentley-3%2c2%bd-litre-cutaway-door-drophead-coupe/>.

JD Classics has been taken into receivership again. The huge classics sales and restoration firm, based in Essex, failed in 2018 when founder Derek Hood was accused and found guilty of fraud; it was taken over by ZCC Investments and re-launched under the name Woodham Mortimer, and then in 2022 changed back to being JD Classics. We understand that in January 2025 administrators entered the premises and employees were sent home. It's a very sad story for their workforce and for many of their customers. Their entire contents, in 900 lots, were sold by auction on Thursday 3rd April.

DID YOU KNOW?

There's another organisation in the UK which claims to be the nation's leader in preserving and using classic cars, quite separate from – and at times, in competition with – the Federation of British Historic Vehicle Clubs, FBHVC, of which TROC is a member.

This is the HCVA, the **Historic & Classic Vehicles Alliance**. Rather than aiming at classic car owners' clubs for its membership, it derives its support mainly from businesses in the classic car industry – specialist car transporters, restorers, oils and parts suppliers, auctioneers, museums (including Bicester Heritage but not Gaydon), insurers and events promoters like Goodwood, home of the Festival of Speed. They do have personal memberships, however, at £48 a year or £90 for family membership (and free under 21); or £15,000 for lifetime membership for those with deep pockets. There are a very few car owners' clubs as members, but they tend to be the very top-end makes like Aston Martin, Lotus and Bugatti.

Founded in 2021, they are a non-profit organisation. Their website is at <https://www.hcva.co.uk/> and they have some interesting articles, interviews and podcasts; individual owners (that's us) can sign up to receive an email newsletter, but I don't believe they produce a printed magazine. They are also keen to support apprenticeships, which is an increasingly vital need; many of us will be very aware of how many "garages" actually have no capable mechanics employed on the premises. In today's computer-diagnostic, high-tech modular-component world, manufacturers actively discourage local garages from trying to fix anything at all on modern cars.

The HCVA website is very slick and imposing, very well-illustrated, and the organisation seems keen to impress us with how grand they are. Their officers have titles like CEO, Head of Operations, and several Associate Directors in charge of the different 'pillars' of their operation: community, regulation and policy, environment and sustainability.



The HCVA Team | The Advisory Group | Our Advocates

HCVA Team

The highly experienced HCVA team are drawn from senior positions inside and outside the industry. We are united in a desire to ensure the future of classic and historic vehicles and the freedom to continue to enjoy them.



Dale Keller
CHIEF EXECUTIVE OFFICER



Shan Stokes
HEAD OF OPERATIONS



Dan Lawson
PRESS & COMMUNICATIONS OFFICER

MY OTHER CAR IS A... DINKY MODEL



This, as advertised on Ebay: the Dinky model of the 1948 Town and Country Saloon (TD), in their original wholesale box.

Pencilled on the box is 1s/9d – about 9p these days – but they have appreciated in value somewhat. The latest bid we saw was £795.



Meanwhile, spotted on the forecourt of a local garage: this magnificent Lea Francis Estate. It is a 1950 14HP, closely comparable to our Razoredges, though only 1800cc. It is not a conversion – the ‘estate’ model, wooden-bodied as seen, was produced from 1946 to 1953; 916 were made. Lea Francis struggled financially as an independent maker, producing quality cars but never in large numbers.

They had been made bankrupt in 1937, two years before the pre-war Triumph firm suffered the same fate, but Lea Francis were re-formed under a slightly different name in that same year and moved to Coventry, now managed mostly by ex-Riley men. Two new engines (closely following the corresponding Rileys) of 12hp and 14hp were produced, and these continued after an interruption from 1939-45 for war work. There were saloon and sports/roadster models, but numbers produced continued to tail off.

In 1960 a last-ditch attempt was made with a 2+2 roadster to be named the Lynx, powered by a 2.6 litre Ford Zephyr engine, but finances had reached such a parlous level that cars would only be built if pre-ordered – and none were. Three prototypes only were produced, one of which, in mauve with gold trim, appeared at the 1960 motor show, but there the story wound to a close. The car-manufacturing business went into receivership in 1962, though Lea Francis continued to exist as an engineering firm.

An attempt was made to revive the name in 1976, using a hand-built body on Jaguar running gear and making a handful of cars a year.

GOOD TO HEAR FROM...

Keith Randle, in Dorset, who has been having overheating problems in TDB 2914 DL, and had been hoping to pick up a second-hand radiator when we were dismantling OHP 101 at Bob Hobbs's last autumn; unfortunately that did not work out. He has now decided to have a proper re-core of his existing radiator, and we are sure that's the most reliable way to solve the cooling issues with confidence.

From new member Trevor Fitsall (Trevor's father Bob was very helpful to Tom Robinson, Stewart Langton and the others as they were launching the Club, back in 1975):

Hi Roger

I have been meaning to drop you a line for a few days...ever since the latest Globe dropped on the doormat.

I wanted to say thank you for the lovely note you included regarding my father's help at the beginning of the club's creation... and the fact my name on the membership list made you smile. I so appreciated you taking the time to write that letter. I so miss both my parents (we lost Mum last year)... and I think they would be rather surprised to see me following in their footsteps. It was only really after Dad's passing...when I committed to get his roadster restored...that my interest was awakened. And now I have a TDA as well!

I must admit I am very much enjoying owning the latter...although I haven't even driven it a metre yet. It is a splendid car and I am lucky to be the beneficiary of Peter Cable's investment. Hopefully the brakes will be sorted soon, and the car will be back on the road.

Hope to see you in July at the rally.

Kind regards, Trevor

It's good to keep in touch – have you tried the WhatsApp group? Email Gary Le Breuille on gaz3418@live.com giving him your mobile phone number, and he'll add you in.

NEW CLUB MERCHANDISE OFFER



The Club has arranged a deal with a clothing and print / embroidering company, where you can purchase the items shown, emblazoned with the Club logo.



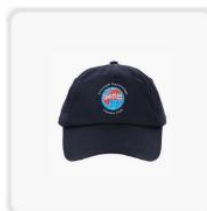
Triumph Razoredge Owners Club
Original Rugby Shirt (FR1) Navy/White
£29.00



Triumph Razoredge Owners Club Heavy
Poly/Cotton Polo Shirt (SS27) Navy
£15.00



Triumph Razoredge Owners Club Thor
350 Fleece Jacket (RG148) D.Navy
£28.00



Triumph Razoredge Owners Club
Ultimate Baseball Cap (BB15) Navy



Visit: <https://www.logo-works.co.uk/> .

PLUS – coming soon – a commemorative 50th Anniversary mug! Details in June.

OUT AND ABOUT

Drive Your Triumph day, the anniversary of Sir John Black's birthday on February 10th, seems a long time ago now. We can however thank Colin Copcutt again as our regular contributor to Rye Livingstone's annual collection of 300+ photographs of world-wide Triumphs of all ages doing their thing, and his TD 3560 DL was joined this year by Dirk Devogeleer's TDB 1425 DL in its garage in Belgium, plus his Gloria and Roadster visible beyond the Renown.. They were the only two Razoredges amongst a huge collection of TRs, Spitfires and Stags, Heralds and a few Roadsters. Occasional glimpses of a Mayflower or a pre-1940 car reminded us of the tremendous scope of the Triumph marque.



On Friday 21st March, several Club members were at the **Practical Classics Restoration Show** at the NEC: Martin Doughty, Harry Beacall, Chris Blackman, Gordon Phillips, Andrew Brown and Stephen Smith at least were there, though not all managed to make contact – the place is so big!

There was no Razoredge presence at this show, but Stephen Smith is co-ordinating our stand at the larger November gathering. If you're thinking of going, contact him at stephen.mini.smith@hotmail.co.uk

A collection of interesting cars spotted by Andrew Brown:



A 1952 Jowett Jupiter barn find; next, not a Sunbeam Alpine, it's a Simca Aronde; and a pair of tidy 1930 Austin Swallows.



Meanwhile in the Netherlands, Huub Popping is making great progress with TDB 1075 DL, which used to be LAH 686 whilst still in the UK – this was part of a vast hoard of classics discovered a few years ago.

OLD PHOTOS: A RAZOREDGE WITH A LONG HISTORY, MOVING ON



"We loved driving the Renown in the Oreland (Pennsylvania) "Fourth of July" parade each year, with my wife and sons throwing candy to all the kids along the way. I had one of my old British cars in that parade pretty much every year since I was 17 years old - the first was my black 1964 Austin Healey Sprite. The Sunbeam Alpine behind the Renown is also mine, and I

believe my brother was driving it that day. I still have that Alpine, and it's currently undergoing a respray... over 40 years of ownership of that car as well!" - Kevin McLemore.

MKR 334, TDB 1739 DL, was one of the cars imported to the USA by Richard Langworth (see inside back cover). It was soon sold to Kevin McLemore, and was used by him when he and his lovely wife married, some 38 years ago, and then maintained by him in excellent condition until its recent sale.

Users of Facebook might like to visit his post on the Triumph Razoredge Restoration Group page, where Kevin has posted a series of photographs taken down the years, and video clips from inside the car as it was driven on the final day of his ownership. It's a very moving testament to the part a much-loved Razoredge can play in family life.

Find it here: <https://www.facebook.com/groups/1410142012571864/permalink/3936313503288023/>.

On the back cover is a picture of Kevin and Jan McLemore with the car in formal mode. Kevin was a stalwart of the Delaware Valley Triumphs Club, and also served as President of the Vintage Triumph Register of America, an organisation co-founded by Richard Langworth. The current President is TROC member Dave Pilcher, in Texas, who has LVC 313, TDC 2017 LIM, which was one of the nine Razoredges present at the first Rally.



Tom Robinson alerted us to this picture appearing on Facebook, which a friend had spotted. It was posted by Lynda Whiteley, and shows their TDB, one of the few cars in their street in Sheffield, in 1962. We have contacted Lynda in hope of learning more about the car, of which there is no other record.

Right, from new member Gilbert Haywood, a picture of Emily May Torr, first owner of this Town and Country Saloon. Gilbert worked for her in 1948-52 helping service the car and is now preserving and repairing it for her grandson.

In that case he must be...

Yup. "Yes Roger I'm 85 this year this is the last job I'm doing - it's all getting to hard to handle.

I just could not refuse this one as I know all its history from 1948 on."



As our cars reach their 75th anniversaries, and with the Club's 50th anniversary this year, we are getting lots of interesting historical perspectives; but there cannot be many people who can claim to have been working on the same Razoredge for 75 years. **What a remarkable history.**

The car is TD 2298 DL, a direct export to Australia from new. We have, down the years, had occasional sightings and reports of it from Brian Beyer and Graham Johnson, located at Prospect Hill just south of Adelaide; but I believe this is the first time the car has been in TROC. We are delighted to welcome Gilbert, and TD 2298, to the Club. Our spares for the TD model aren't that great, so we just have to hope we've got whatever he might need.

RALLY PREPARATIONS!

The full details of our Rally on July 13th will appear in the June **Globe**, including a map of the best way to approach the site (traffic can be heavy, causing queues at busy times). We shall also show exactly where we'll be parking. Modern cars will be quite close to the Razoredge reserved area. However, there are other things you might find it helpful to know at this stage.



Images from Google Earth



If you are attending the dinner on Saturday evening at the Fox, Barrington, please contact Mike Sampson (contact details inside the front cover) to let him know. He will pass our menu choices along in due course, and it's important they know how many are coming. There is a limit of 40 for the meal. The local beer is from the Donnington Brewery, and is highly recommended by those who know it.

The menu will be published in the next newsletter.

If you are intending to stay in the area over the weekend, we hope you have already made your reservations – the Cotswolds are such a popular destination that a) it can be expensive, and booking early helps; and b) many places do get fully booked. Don't leave it until the last minute! The best value we found was at the Travelodge in central Swindon, but people's tastes vary and you may find it better to shop around online.

There is also camping available, right next to the wildlife park in Burford Club Campsite, open to non-members. They accept tents, caravans and camper-vans. Contact them at <https://www.caravanclub.co.uk/club-sites/england/cotswolds/oxfordshire/burford-club-campsite/>.

Our man-on-the-spot is Mike Sampson, who makes these comments on other accommodation in the area.

The **Inn for All Seasons** www.innforallseasons.com - a few minutes away from the Fox on the A40 towards Cheletenham. They have 12 rooms but it is quite pricey, £219 - £276 when I looked. It is the Cotswolds and it is a summer Saturday!

The **Lamb Inn** at Great Rissington www.thelambinn.com - does have accommodation but I can't find prices online, it was recommended by the staff at the Fox.

Travelodge Burford Cotswolds www.travelodge.co.uk - situated on the A40 on the roundabout at the top of Burford high street. Location and time of year are reflected in the price which I researched at £134.99. It looks to be quite good but I have not visited it. I would suggest looking at reviews such as Tripadvisor. Other hotels in the area are all fairly expensive, the **Duke of Burford** on the opposite side of the road to the Travelodge is £206 - £241 a night. There are one or two other possibilities in Witney including a Premier Inn and a Travelodge, together with one or two independent venues.

All of these will become booked fairly quickly as people begin to think about holidays and weekends away in the New Year. Remember, the location is the Cotswolds, it is summer and some schools will already be on holiday adding to the tourist numbers in this area.

- Mike

Our timetable for the day will be TROC's usual relaxed format, but we can promise one or two surprises and special moments to recognise the significance of our fifty years of mutual support, rallies, care for

cars, and general good times. It's going to be one of those occasions we shall recall for years to come, like the thirtieth rally when a procession of Razoredges toured the Coventry factory sites (demolished not long after), and stopped for photographs in Renown Avenue. If you have the chance to join the "I was there" group – don't miss it. ***This is a reunion and celebration which can never be repeated.***

WHAT'S ON: OTHER 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.

If you use a calendar on your smartphone, you can add in the forthcoming events from our website and always be informed about Razoredge opportunities! See the link [HERE](#).

2025 – the TROC 50th Anniversary year

When planning your own 2025 activities, please let the Club know of any events you are planning to attend with your Razoredge.

By showing them in this guide, we can give other members the chance to see your car, and if theirs is 'on the road' they might wish to join you at the event, or just visit.

19th-20th April

The Weston-super-Mare Pageant of Transport is a large gathering – at least two Razoredges present – if you'd like to attend, let Chris Blackman know so we can all arrive and park together. Contact details are inside front cover.



Sunday 27th April

FBHVC Drive-It-Day is a little later than usual this year, to avoid Easter weekend. National Drive It Day was created by the Federation of British Historic Vehicle Clubs in 2005. It is the occasion when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the One Thousand Mile Trial organised in 1900 to prove the viability of the new invention, the motor vehicle. It's also a chance to raise awareness and support amongst the public for the historic vehicle movement and keeping transport heritage on UK roads, while fund-raising for charity. Please see the website for how to support the event and buy a fundraising 'rally plaque' www.driveitday.co.uk.

Do send pictures of your Drive It Day activities to the Editor!

Sunday 18th May

Rotary Club of Chippenham, Wilts, are holding their 10th annual Road Run and are inviting others to join in. Contact the Editor for an entry form, or email Kate Tomkins at calnerotaryclassicroun@gmail.com.

13th-15th June

Standard Motor Club Annual Rally, at Daventry Court Hotel – see their website for details

20th-22nd June

Standard Triumph Picnic Weekend – the picnic is on the Sunday, camping available. Organised by the pre-1940 Club, it is at the Woodland Grange Hotel, Leamington Spa. TROC members have attended in previous years -

Sunday 22nd June

Lymm Festival of Transport, a great local day out – Razoredge present. This is Lymm in Cheshire, and is based in the May Queen Field – how many villages still have those? – but it also takes over the whole of the village centre, and there is a parade of vehicles all around the village. Carnival atmosphere all day.

The TROC 50th Anniversary Rally at the Cotswold Wildlife Park, Burford – venue of our first-ever rally. Book this date in your diary!

Sunday 13th July
2025

10.30am – 4pm

There will be a dinner at The Fox, Barrington, on the Saturday evening, but there is limited accomodation. Aren't Cotswold prices expensive! Further details follow in the June *Globe*.

The cheapest local accommodation we have found is the Travelodge in central Swindon – the earlier you book, the better the value. Camping is also available close to the venue – email the editor for details.

Sunday 20th July

Newby Hall, Ripon, N Yorkshire hosts a Historic Vehicle rally – at least one Razoredge will be present. Contact necpwa.org if you'd like to join them.

Sunday 27th July

Bromley Pageant of Motoring has moved to Ardingly, the South of England Showground. Moving out of the congestion/ULEZ and London traffic is a great development, and we are looking at the possibility of a Club Stand. There will certainly be some Razoredges there. Can you join us? See below.

7th-9th November

NEC Classic Car show – Razoredges will be represented – the biggest classics show of all – it has everything! Contact

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.)

Do you take your Razoredge to shows? If so, why not have a few past copies of the *Globe* with you to hand out to interested onlookers? We have numbers of spare copies of some editions, and if you contact the Editor he will include a few of these spares in your next posting, for you to give out. It might even help to encourage sales and club membership.

AN INVITATION TO THE TRIUMPH PICNIC AND MARQUE DAY 2025.

Following the success of last year's celebrations at Woodland Grange, we have decided to do it all again so, on behalf of the members and directors of the Pre-1940 Triumph Motor Club, I would like to invite you to join us on Sunday, 22nd June. The lovely venue of Woodland Grange at Leamington Spa (post code CV32 6RN) proved an ideal location being easy to find and with splendid grounds to accommodate car gatherings of this sort. So, please come and help us celebrate our combined heritage in this most appropriate of settings. You are encouraged to bring your treasured Triumph and Standard cars and join us for a relaxed day in their manicured surroundings. This year you are encouraged to bring your own picnic as we will not be organising our usual hog-roast. As a club, we are planning to lay on a coffee and cakes stall and we have booked our regular ice cream lady who always provides wonderful examples of that locally made delicacy! Entrance is free and many of the first arriving will receive a programme and a magnetic plaque as a memento of the day. We also invite you to enjoy and support some period entertainment from local musicians and, as always, provide some discerning judgement by voting in the Club's pre-40 Concours competition, our "Founder's Plate". A warm welcome awaits you at this very special gathering. Please join us if you can. Steve Jacobs Event Organizer Pre-1940 Triumph Motor Club.

For more information, please contact steveatlongfarm@btinternet.com

STANDARD TRIUMPH

THE TRIUMPH PICNIC
AND
MARQUE DAY 2025
SUNDAY 20TH JUNE 2025
WOODLAND GRANGE
LEAMINGTON SPA
PRE-1940 TRIUMPH MOTOR CLUB

This, the seventh of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car. As always, all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1960s.

As in 2024, the venue is the beautiful Woodland Grange, near Leamington Spa, CV32 6RN which proved to be a splendid location. This year you are encouraged to bring your own picnic as we are unable to provide our usual hog-roast. Coffee will be available and our treat Ice Cream vendor will join us in the afternoon. For more information you can call Steve Jacobs, our event co-ordinator on 07763 648989

Pre 1940 Triumph Motor Club Ltd. www.pre-1940triumphmotorclub.org

ITEMS FOR SALE AND WANTED; OFFERS

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

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 by email in the normal way.

NEWLY COMING TO THE MARKET: 1952 Triumph Renown MK 2 TDC 689 DL

Reluctantly for sale is my Beautiful Renown 2088cc engine with overdrive. The car as been subject to a lengthy restoration before my ownership which included a full engine rebuild in 2020. Since my ownership in 2021 I was unhappy with the colour, so I decided to change it to white with a black roof; this was a professional respray at a very expensive cost. Further more bumper parts and wheel trims where also re-chromed due to pitting.

All the front ball joints and tubes have been replaced back to original specification, 2 new front tyres, comes with **servo brakes (rare!)**, electronic ignition, and many more items from the club. The red interior and carpets are immaculate due to being restored, and the roof lining.

The car has an agreed insurance value of 12K and owes me over this, but car prices have dropped in the real world.

Price therefore £8,950

Contact Andrew on – 07907 141 489

Stourport-on-Severn



FOR SALE – BREAKING FOR SPARES – POSSIBLE PROJECT? – SHEFFIELD

Paul Thomas writes: This year I will be continuing the disassembly of the TDC 2497 DL. I have so far removed the items behind the B posts sympathetically. All in front of the B posts is available. This will end up being scrapped because I now need the space. Bulkhead, wings, engine, gearbox.

I need a commitment to salvage or it will go. Please do not be shy and step up. I will salvage selectively. I can save the wings by cutting up the bulk head or the other way around. There are many hours in sympathetic disassembly but I do not have that time. If you wish to put the time in I am happy for you to do it yourselves. I will supply 110v for your angle grinder and tea.

Leave it with you! All the best, Paul Thomas, Sheffield

FOR SALE: HRP 111, TDC 1952 DL – RECENT LISTING

Bought 1987, much work done over the next few years. Repainted in a mid metallic grey, close to the original Standard Triumph Cotman Grey. Welded as required, chroming done.

Work done - engine top end rebuilt, steering and suspension joints, wheel cylinders, brake hoses, running board strips and end caps, complete clutch, headlamp reflectors re-silvered, radiator re-cored, and more. Fitted - overdrive gearbox, copper brake and petrol pipes, stainless steel exhaust system, flashers, and more.

The interior is scruffy, no carpets, Engine bay needs tidying. I'm selling as the car is underused and I have other projects. **£7750**, Peterborough.

07748977342.

**FOR SALE: Renown TDC 554 DL first registered March '52.**

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 email

The car is situated near Bridgewater, Somerset.



Bob is making this sale for health reasons, and seeks offers around ~~£5,000~~. **£2,500**.



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 (original), 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, 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 – RECENT LISTING: Kristian Kennerly of Shrewsbury has posted on the [Facebook Group](#) some pictures of a damaged TDC which he wishes to sell. The registration is OKO 695, and I can find no trace of the car in my previous records; the commission number is not known at the present time.

The damage happened when a wall toppled onto the front of the car, and the headlamps, radiator grille and both front wings are badly crumpled – but the Club has all of those in the spares.



OKO would be a Kent registration from 1952, so this is the original registration.

Kristian is asking only £1,300 for the car. He says the engine turns over, and though the car has clearly been standing for some time, judging by the other photos - it is potentially a good 'project car' at an accessible price.

FOR SALE: Another car being sold, through the Car and Classic online auction in the UK, is NKL 15, which has had only two owners since new. It is TDB 3047 DL. The seller, Russell Carkett, was a TROC member for a time and has owned the car for 45 years. It is a handsome car, maroon in colour, and certainly deserves better than the offer showing at the moment - £3,200. Unsurprisingly, "Reserve not met."

Russell says: "This car has been in the store for over 45 years and due to lack of space needs a new home. Last driven about 15 months ago. Complete car with 4 brand new tyres and had a respray around 12 years ago. New carpets. A section of headlining above window needs replacing and a small split on drivers seat. Some re chroming is required. An easy restoration for someone to make it a lovely classic. Complete with handbook, some documentation, original number plate and a few odd bits. £6,000 .

My phone number and address: 07758 088 592. 20 Belle Vue Road, Saltash, Cornwall. PL12 6ES



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: since 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 also 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 auteroche	£30	Lucas clear spotlight	£20

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

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: 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!) It is TDB 6321 DL, and you can contact Mark on 07852 578 305 .

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: Members may remember reading about our member's purchase and progress pictures with HWY 001, a Morris's professional restorer, and finally, the car is now ready. He cannot justify spending more on it, but he is happy to complete the restoration for you - but it would have been a shame to see the car as it is now. The chassis is stripped and prepared, and reassembly ready to begin. For details of the status of the car and price, contact Tony on 07817 597 860 or email at Kreativeautomotive@outlook.com . *Now likely to be scrapped.*

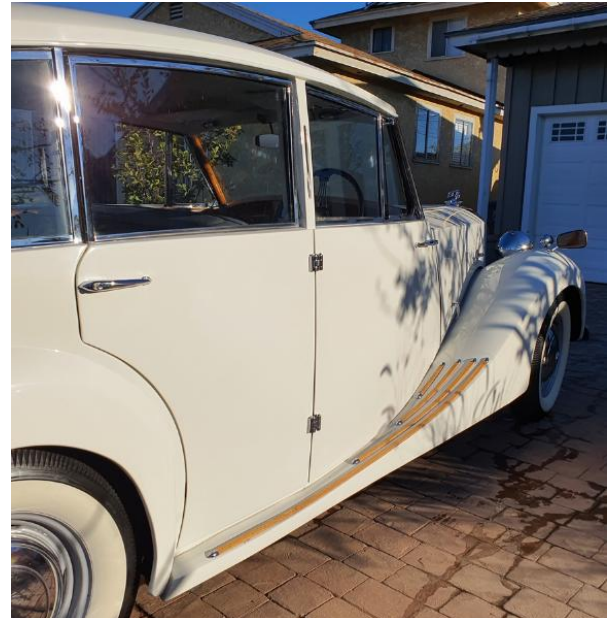


FOR SALE: Trevor Howard, in south Lincolnshire, is selling MXW 771, an early TDC, lightly restored and running; with overdrive, which makes a big difference when you're on motorways and main roads. He's looking for £7,200 but open to offers. Telephone 07484 816 276.

FOR SALE: in Oxnard, California, an immaculate TDC 232 DLO, UK registration MUU 348, which is a London County Council registration from around February 1952. On the Facebook Group, David Isaac describes how he has owned the car for about ten years, having originally bought it and restored it for his son's graduation. On the Facebook Group there is also a video tour of the car. I like the extra touches – the additional door-pockets mounted on the inside walls of the boot, which must be very useful; the wooden running-board strips, which I have seen on other cars where the rubber strips were not easily available, here looking very good against the white bodywork.

The interior is finished in grey leather and carpeting.

Mr Isaac is asking \$30,000 (£23,650) and on the American market, in this condition, that might well be achievable. There have already been some enquiries. We wish him well in the sale.



FOR SALE on the [Facebook Group](#) is HCY 107, TDB 3605 DL. This car was in the Club for a while, many years ago – back in the eighties – and is now offered for sale by Brian Mattison. It was described back then as “having been converted to automatic” but we suspect this probably means overdrive fitted. It is described as a good runner. Contact the editor, or visit the Facebook Group.

FOR SALE: a car with early association with the Club. This is TD 2457 DL, a 1948 car described as “running and driving” and looking very good in the pictures on Facebook in the Triumph Renown Restoration Group page. In 1975 it was owned by Bob Peters, member number 1, who was our first Chairman for a short while.



It is being sold by Andrew Tomkins, who is asking for £5,750 – contact the editor or contact Andrew directly through the Facebook group.

FOR SALE: RPA 676, TDB 5652 DL, in very dilapidated condition, is available from Stewart Finnie, any reasonable offer considered. Located near Gatwick. Contact him on the Facebook Group (where there are more pictures), or contact the editor. If it doesn't go soon, it will be scrapped.

FOR SALE: TDB 4518 DL, PPK 920, from Jim Wilson in Scotland. He can be reached from the Facebook Group page, where there are more pictures of the car. An incomplete restoration.



IN MEMORIAM: RICHARD M LANGWORTH CBE – 1941 to 2025

Very sad news reached us on 22nd February of the death of prolific author Richard Langworth, at the age of 83. Many TROC members and Triumph car owners will probably only know his name from his joint authorship of *Triumph Cars – the Complete Story*, first published in 1979, and co-written with the late Graham Robson, another prolific author and Triumph expert.

It was interesting to hear from him just how this transatlantic collaboration came about and at a Triumph Convention in Texas, back in 2016, he told me the story, which I shall be writing about in due course. Both authors were much less well-known back in the 1970s.

Richard took on the pre-war part of the book, which I always imagined was the short straw, bearing in mind the previously independent Triumph Car Company's factories were bombed out in World War II, and all company records lost. Graham Robson took on the Post-War section, no doubt because Robson worked at Triumph in the 1960s as competitions manager, thus having that first-hand experience and he would have had easy access to the then current and former personnel.

At the time of his passing, Richard was living in New Hampshire, New England, USA, but later also spent time in his winter home in the Bahamas. His interest in Triumphs was inevitably influenced by his ownership of a two-tone Triumph Mayflower, and at least two Razoredges, both of which still survive in the USA.

Richard's first book was about the life and death of the Kaiser-Frazer car company which started soon after World War II, an automobile manufacturer that is little known here. He was immensely proud of this book, even though he went on to write many thousands of articles, plus some sixty landmark books on American cars.

Before that he was Editor of the prestigious journal *Automobile Quarterly*, which was unusual at the time for its quality of articles on cars from throughout the world, plus its hardback format; and more relevant to our cars, "*The Vintage Triumph*" in the USA.

Another side of Richard that was not as well known to classic car enthusiasts was his admiration for Winston Churchill, reference to whom, he often managed to shoe-horn into some of his articles about cars, which would have brought a wry smile to those who knew of this other passion. In the late 1960s he had founded what later became the International Churchill Society, and he was the author of a number of books on the great man.

In recognition of this work, in 1998 he was created a Commander of the Most Excellent Order of the British Empire (CBE for short) by our late Queen for his services to Anglo-American understanding and the memory of Winston Churchill. This is just one rung below a knighthood and few American citizens receive this honour.

He was charming, self-deprecating and modest, despite his prodigious output, so much so that he could just as easily have passed for an Englishman, apart from his accent!

Richard is survived by his wife, Barbara; his son, Ian, and his grandchildren, Michael and Aiden.



Courtesy of Stuart Blond, Packard Club



Richard and Barbara with TDB 3798 DL

John Bath - March 2025

