



THE GLOBE

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TROC 50

Entering our fiftieth year
with pride and confidence

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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and **WEBSITE MANAGER**

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HISTORIAN

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

TROC 50

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 by Zoom on Sunday 9th 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 Chairman, **or** sent with your request for a link to attend, which goes to the Membership Secretary, as follows:

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 8th, 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.*

The preparations for our **50th Anniversary year** are moving on at a good pace, and we urge all members to take part, in whatever capacity you can manage, whether in the UK or overseas. There will be something for everyone, whether your Razoredge is a gleaming perfect specimen, a roadworthy but 'patinated' testimonial to a long life lived to the full, a dormant sleeper in a dusty lock-up, or any point between; or, indeed, just a fond memory of a lovely old car which has moved on to others. We all share the love and interest in these great stylish classics, and the ongoing strength and support we have provided for each other as a band of enthusiasts over the 50 years is a thing well worth celebrating.

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.

On page 132 you'll find details of new Club merchandise!

On page 129 you'll find an unusual recommendation: for another Club.

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?

Finally, in a spirit of co-operation, please note this survey link from the FBHVC. The survey does not open until February 10th, but it provides important evidence for the FBHVC to use in defending the classic car movement against unreasonable legislation and lobbying for our interests. After February 10th, therefore, please follow the link and spend a few minutes giving them the data they need.

The survey is here: <https://survey.websurveycreator.com/s/fbhvcenthusiast>

Editor

We welcome new members:

1329 Trevor Fitsall of Bristol, who has purchased UMX 886, TDA 1825 DL

1330 Radovan Trepac in Slovakia, who has TDB 3252 DL; see page 134 for further details.

1331 Sean Kinsella of Shrewsbury, who has 110 XWE, TDC 2550 DL

1332 Gilbert Haywood in Australia, who has taken on TD 2298 DL.

Our cover pictures for this issue:

Front – Say no more! Artwork by Mike Sampson.

Back – Gordon Phillips has completed his restoration, and VERY good it looks. See p134.

TROC 50

TRIUMPH RAZOREDGE OWNERS' CLUB**Annual General Meeting, Sunday 9th March 2025 at 10:00am****Agenda**

- 1 Apologies for Absence / Quorum count (10) / Zoom Meeting voting protocols
- 2 The minutes of the last meeting are published as a video recording, accessible through the website. The meeting will be asked to accept this as a complete record.
- 3 Opening Remarks Chris Blackman
- 4 Adoption of Updated Constitution (v.04) as agreed by the Committee on 26/11/2024 (copy attached to the email newsletter or on the website; posted on request to the editor)
- 5 Confirmation of Continuation of Committee Roles and members.
 - Chairman Chris Blackman
 - Vice Chairman Tom Robinson
 - Secretary Harry Beacall
 - Treasurer Harry Beacall
 - Membership Secretary Roger Stone
 - Technical Officer Vacant
 - Editor Roger Stone
 - Spares Secretary Paul Collard
 - Website Manager Chris Blackman
 - Events Secretary Vacant
 - Historian John Bath
 - Committee member Bob Parsons
 - Committee member Mike Sampson
- 6 Secretary and Treasurer's Report, to include discussion on future membership subscription increase. Harry Beacall
- 7 Spares Service Report Paul Collard
- 8 Membership & Editor's Reports Roger Stone
- 9 Historian's Report John Bath
- 10 Website Development Chris Blackman
- 11 Future Club Activities, including 50th Rally Harry Beacall and Tom Robinson
- 12 Any Other Business Open discussion (through the Chair please)
- 13 Date of next AGM – March 2026, to be notified through the Newsletter

OFFICERS' REPORTS TO THE AGM

Chairman's Remarks: AGM March 2025

Chris Blackman

My first year as Chairman has passed swiftly and with no catastrophes or crises worthy of note. It was a delight to meet members at the Club's Annual Rally and at several other events around the country. Your committee has been hugely helpful, hard working and a pleasure to deal with. In particular, Paul Collard and Harry Beacall are now well established in their new roles. Roger Stone has produced the regular and excellent Globe Newsletter as well as the annual calendar, despite some difficult personal circumstances. There is little more for me to say – as the officers will now report on the Club's detailed proceedings. My heartfelt thanks go to the whole team and I look forward to seeing many of you at our 50th Anniversary Rally in July.

T.R.O.C. LTD GENERAL ACCOUNT 2023 and 2024

EXPENDITURE	2023	2024	INCOME	2023	2024
Globe incl printing + post	£ 3,842.95	£ 4,697.05	Subscriptions (incl joining fee for new members)	£ 4,545.27	£ 4,047.80
Zoom Meeting Costs	Within Rally Cost	£ 155.88	Nos of Ordinary Members	145	140
Rally Costs	£ 700.96	£ 845.02	Nos of O/S Members	37	20
Gift / Donation / Bequest	nil	£ 850.00	Nos of Assoc Members	2	
Club advertisement	nil	nil	Nos of Honorary Members	6	4
Web design + Maintenance	£ 199.00	£ 104.70	TOTAL	190	171
FBHVC Membership	£ 85.54	£ 100.00	Donations	nil	£ 1,000.00
DVLA Investigations	nil		Total	£ 4,545.72	£ 5,047.80
Data Protection / Companies House Fees	£ 35.00	£ 94.00	Net for year 2023 + 2024	-£ 338.73	-£ 1,798.85
Paypal fees	nil	nil	Amounts accounted for in 2023, but not paid until 2024 (Globe Expenses)	£ 1,965.02	
Total	£ 4,884.45	£ 6,846.65	Money at Bank 1.1.24 + 25	£ 7,307.50	£ 3,543.63

TROC LTD SPARES ACCOUNT 2023 and 2024

EXPENDITURE	2023	2024	INCOME	2023	2024
Spares Purchased	£ 57.94	£2,422.57	Spares Sales Incl p+p	£ 7,719.20	£ 5,419.21
Postage	£ 768.20	£ 300.70	Total	£ 7,719.20	£ 5,419.21
Transport costs	£ 870.79	£ 406.56	Net for Year 2024	-£ 3,668.96	
Manuals, Stationery & stamps	£ 10.00	nil	Money at Bank 1.1.2024 & 25.	£ 31,577.50	£ 27,908.54
rent of spares storage units	£ 2,250.00	£4,680.00			
Spares storage racking & crates	£ 1,735.91	£ 217.37			
classic car loan project	£ 267.00	nil			
Companies Hse Registration	£ 26.00	Gen Acc.			
Insurances	£ 893.63	£ 846.31			
Refunds/differences	nil	£ 214.66			
Transfer to Gen A/c	£ 20.00	nil			
Total	£ 6,899.47	£9,088.17			

STOCK AT COST

31-Dec-21	£ 65,924.00
31-Dec-22	£ 63,715.00
31-Dec-23	£ 58,616.00
31-Dec-24	£ 32,259.25

Treasurer's Report Year End 2024**Harry Beacall**

This has been my first full year in post and full year using the new club bank accounts with Lloyds. Earlier in the year I made a conscious effort to bring the way we utilise the accounts into the 21st Century, to make the roles of Paul (Spares) and Roger (Membership) in particular much less reliant on receiving statements and updates from me.

Paul has access to a debit card for the provision of purchasing parts and paying for postage and can view and transact on the parts account. Likewise, Roger has a view of the general (membership) account, with the ability to pay in cheques from home with a mobile device. I'm pleased to say that it appears to have settled down well and runs smoothly.

Financially, the club is still in a strong position, with good reserves, however has operated again at a loss this year.

The factors largely contributing to this are the cost of our spares storage, plus the continued increase in Globe printing/postage costs. The club has also renewed some event flags/banners this year, which makes up a significant portion of the costs associated with the rally.

Given the increase in various costs, and the very low membership fees we have maintained for a number of years, at the AGM I would like to propose and discuss a potential increase in membership fees from the next renewal.

Spares Secretary Report 2025**Paul Collard**

Well, where did that year go! I will "celebrate" my first year in post as the spare's secretary on the 15th of February and despite a shaky start (on my part) I am now well ensconced into the role having already built up a working knowledge of some but definitely not all of the parts for our unique marques.

It has been a busy 12 months creating (at the time of writing) 87 invoices fulfilling various spares requests for members. Thank you to those members who have supported my transition from ordinary member to storeman and distributor and for their patience when some of the early orders didn't quite go to plan.

We continue to purchase a small number of the more popular spares to replace used stock for example radiator hoses and manifold gaskets. However, this is quite an expensive way of doing it and as they are available for general purchase elsewhere, we will be discussing and reviewing what we keep in stock moving forward. Members will be kept up to date via the Globe.

Without straying into the Treasurers territory our income on spares has more often than not covered our storage expenditure, but it is still my ultimate aim to condense the spares stock into one container thus saving the rental of the second one. Again, more detail and ideas to follow throughout the year via the Globe.

I would like to say a huge thank you to my predecessor Bob Hobbs who has continually been there for me to ask questions and seek advice on part related queries. Those of you with access to the Triumph Razoredge Enthusiasts WhatsApp will also be aware of Bobs invaluable help and advice.

Finally, just to reiterate if I may, that please continue to ask for parts via email, to [email address redacted] **stating the actual part name and number** as found in the trusty Spare Parts List (a copy is available to members in the members area on the website. [Technical Matters – Triumph Razoredge Owners' Club \(trocltd.co.uk\)](http://trocltd.co.uk)). It really does help the both of us in the long run and saves any delays getting your parts to you instead of to-ing and fro-ing with questions via email. And finally, finally don't forget the Terms of Supply for Spare Parts which can be found at the members' area of the website.

Membership Secretary Report**Roger Stone**

The membership spreadsheet this year has, I regret to say, been somewhat erratic. I had a family bereavement in March, just as the Club was in the process of moving our two bank accounts from Nat West to Lloyds, so that when the membership renewals fell due at the end of April it was very difficult to

find time to monitor all the possible accounts to ensure we had a complete record of payments. My thanks to the 142 members who renewed their subscriptions, mostly promptly, and mostly following the new revised instructions, thus making their payment into the correct account. Our real problem lay with the other 57 possible members whom we need to 'chase up': some will be genuine leavers, some will have forgotten the renewal. Some may have renewed but we don't have the payment correctly recorded. Nobody likes being asked about missing payments! We shall attempt to straighten the records and collect the missing subscriptions as part of the 2025 renewal process.

Editor's Report**Roger Stone**

We produced our usual six issues of the *Globe*, plus the Calendar, and during the year our publication date has been improving, getting closer to the starts of the correct month. It is intended that this trend continues. Stories during the year have included our NEC report on David Stansfield's appearance there, Bob Hobbs's car appearing with the Sir George Dowty memorial, John Bath's investigations into the Guernsey Razoredges, and the rediscovery of TD 2, the second Razoredge ever made.

My thanks to all those members who have sent in reports, pictures and comments, plus a couple of corrections. These are much appreciated and make the production of the *Globe* not only easier, but also more relevant to the interests and activities of members. Excellent pictures have been submitted for consideration for inclusion in the calendar, and we shall repeat the process in 2025-26.

Historian's Report**John Bath**

2024 saw us getting close to tracking down all the remaining TROC spares, held previously in two separate locations in Surrey, one of which comprised lock-up garages away from the late Chris' Hewitt's home, and all of which had been looked after by Chris for some years. The most recent examples of newly found spares were identified as recently as January 2025. TROC have been lucky enough to have had an extended period of free storage, since Chris died in December 2023 – all thanks to the co-operation of Chris's widow, Muriel.

The next aim now is to clear these garages as quickly as possible, get them into Spares Officer Paul Collard's containers. By the time the AGM arrives, much of this work will have been completed.

TROC 50 is the "*Big Event*" for the Club in 2025 with a return to the original first ever (1976) Rally site – the *Cotswold Wildlife Park & Gardens* in Burford, Oxfordshire – fortunately still under the same family ownership, fifty years later. This all gives us a great chance to raise the profile of TROC which we will of course put into effect via traditional sources, the classic car press, and also social media.

By a happy coincidence, last Summer, I was approached by Amberley Publishing to compile a book on our cars, which would be much more than just an "album" of car photos, and a new experience for me. Most of the work on the book was completed by me in 2024 and I am now in the hands of the publisher, with the final draft now completed and ready for final editing. As things stand, the book will come out in 2025, but the release might well be after the Rally. The main thing is that it will be in the year of "TROC 50"!

Website Co-ordinator's report**Chris Blackman**

The Club website has continued to develop, with a number of additional resources and features being added. The membership application form still looks the same but the software behind it has been upgraded. The collection of Social Media "snippets" from the Facebook and WhatsApp groups is growing rapidly, to the point that it is becoming a challenge to present the material in a helpful format. There is still plenty to do so comments, suggestions and materials for inclusion are always welcome.

CLUB SPARES STORAGE – FURTHER REPORT

When our late chairman, Chris Hewitt, died last year, he left us a problem. Chris was the owner of a number of properties, rented out, and some lock-up garages. He had allowed the Club to use three of these free of charge for many years for the storage of bulky spares; items in low demand.

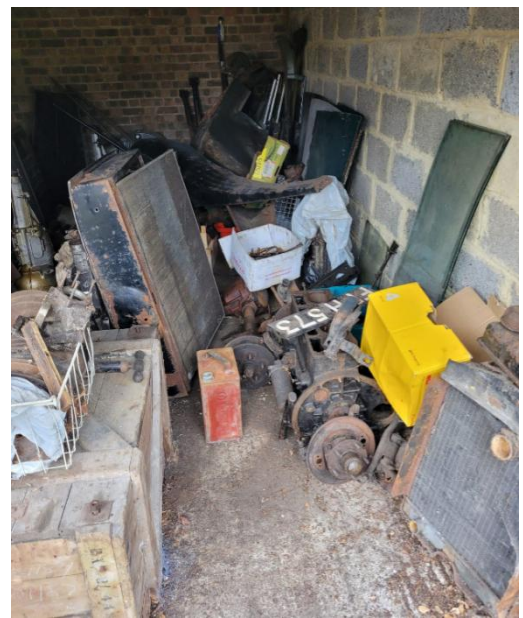
With his passing, however, this generous arrangement had to come to an end, and we have nowhere to keep the items. Our spares storage at the moment consists of two rented shipping containers located ten minutes' walk from Paul Collard's home, near Eastbourne. One is properly fitted-out with shelving, and most of the as-new, reconditioned and re-manufactured spares are there. The other is piled high with second-hand parts in varying condition: some good, but most would need cleaning, perhaps re-chroming or reconditioning. We have about fifteen gearboxes, mostly donated by members as they have got hold of overdrive units and no longer needed the originals; nobody has ever wanted one of them. Two engine blocks, about twenty-five brake drums, a few body panels, doors, two or three windscreens, seven or eight rear windows – but when does anyone ever need a replacement rear window? They don't get broken. Large numbers of very heavy lumps of iron which must be something in the suspension or steering, but I don't recognise them.

On Friday 17th January a small team of volunteers visited the garages and sorted through, removing any items which looked as good or better condition than our



Anyone need a few doors?

existing stock; Paul spotting some things we actually needed, which are in short supply, and eagerly putting them in the van to go back to Eastbourne. Others made our hearts sink: *another* five gearboxes, more piles of brake drums, more doors. One Standard Vanguard gearbox still in its 1940s packing case – and the case is heavier than the gearbox. A complete TD chassis, beautifully refurbished, but all we can use is the rear axle from it.



The crate with the 70-yr-old new gearbox.

A half-dozen radiator grilles, some in good enough condition to polish up and fit.

So what do we do with all these? We are struggling to afford the storage we already have. We have selected out the good stuff, and the rest ***will have to go to scrap***. Tragic, but there it is. Unless, by chance, there is someone reading this who has a half a barn empty, and is prepared to commit to looking after a big pile of very heavy, very rarely needed, bits of old Razoredges.

FOR YOUR CONSIDERATION: CLUB TRIUMPH

It might seem a little odd for any car club to be recommending membership of another, but the Triumph marque is such an oddball collection. Just look how varied and contrasting are the Triumphs you might spot on our roads: in roughly chronological order.

The Pre-1940 Triumphs, of which there is a bewildering variety – we are probably all aware of the Glorias, Southern Cross and Dolomites, plus the original 10/20 and others from the 1920s, but how many of your fellow *Globe* readers, do you think, have looked at the picture on the left and said ‘Oh look, he’s included a Minerva’? (Me neither.)



After the war, and the Standard Motor Company take-over of the Triumph name, we have the Roadsters, our Razoredges, and the Mayflower. Each has its own character, its own enthusiasts – and its own club.



From the huge possible selection of Razoredges we might have chosen, we have selected John Duff's TDC 2618 DLO; but remember that many more Mayflowers and Roadsters were built than the mere 15,000 of our stylish and elegant saloons. Then in the later 1950s and 60s, we come to the origins of the TR series, which America tends to think is what Triumph was all about. Initiated by Sir John Black as a rival for the MG sports car's success in the US market, the TRs were brilliantly successful for thirty years.



That is *the* TR2, the second ever produced; a TR3, and note the great reg plate on the Michelotti TR4A!



1967 TR5: remarkably powerful and fast. TR6, restyled by Karmann, and then the BL ‘Triumph’ TR7. There was also an almost-identical TR8, but both models flopped. Still, 1952 to 1981: not bad going, and there are literally thousands preserved to the present day as much-loved classic sports cars.

Incidentally, if you have seen some of the hype about the incoming AI (Artificial Intelligence) technology, here's a salutary warning. When researching for this article I did a search for 'last Triumph TR' and was presented with this message:

◆ AI Overview

The last Triumph TR was the **Triumph TR6**, which was produced until July 1976. The TR6 was the final model in the TR line of sports cars. 

Features:

Never trust anything an AI tells you! They have developed the capacity to make things up, and will tell you whatever they think you want to hear. This answer has a point, in that the TR7 and TR8 were made under the British Leyland management; but it's very misleading.

However, these were not the only Triumph sports models. We were also blessed with the nippy Spitfire (1962-1980), the magnificent throaty roar of the Stag (1970-78), and – very nearly – the Triumph Fury, of which only this prototype was ever built.



Spitfire Mk1, Stag, and the sole prototype Fury, which still survives

They were all genuine sports cars, and the TRs and the Spitfires were both raced, with considerable success, by works teams and independents. The Stag's V8 3.5 litre engine, unique to this car, had frequent overheating problems unless meticulously cared for, and the poor reliability killed the American sales.



And that is without visiting this curious beast, the all-electric TR25 prototype developed by BMW, who now own the Triumph name so far as car production is concerned.

Back in the world of saloon cars, the Renown was all set to be followed in 1955 with a redesigned non-Razoredge Renown TDD, but at the last moment it was switched to being named the Standard Sportsman. It did not do well.

A car which changed maker in the opposite direction was the 1959 Triumph Herald, originally intended as a Standard (the name fits in

with the existing Pennant, Ensign, and Standard itself.) The first 948cc models were under-powered, and the car was chassis-built, a technology rapidly being replaced by the more modern, cheaper and lighter monocoque construction. Despite this, they rapidly gained popularity, and subsequent 1200, 12/50 and 13/60 models had larger engines.



The Herald had a snorty sporty sister, the Vitesse, with twin headlamps and very respectable acceleration.



Other Triumph saloons of the sixties and seventies also had very quick variants: the 2.5pi and the Dolomite Sprint were cars to be reckoned with. The basic saloons themselves – 1300 and 2000 – were good-quality popular and powerful family transport, with six-cylinder engines.

The final ignominious “Triumph” was a re-badged Honda Acclaim: sad ending to a history of top-quality British automotive engineering.

The range of cars seen on the previous two pages, however, is something matched by few other manufacturers. But what it means is that there are at least twelve different clubs catering for the interests of Triumph owners. There are just two MG clubs, and the similar is true of many classic car makes: Austin, Standard, and so on, giving them a much larger membership base to draw upon.

We do not criticise, nor regret, the diversity of the Triumph clubs; but it is difficult to envisage how one club could appeal to, and cater for, such a diverse range of interests – sports/racing, social, mechanical, technical, road runs – when the cars vary so widely. We each need clubs with our particular specialist focus. But as a result, we in the Razoredge Club are an active but very *small* group. At times there are good reasons for being part of a larger community, and if you sometimes feel that to be the case we would encourage you to take a look at **Club Triumph** and their bi-monthly magazine *Club Torque*.

It is a substantial organisation, comprising representation from many of the individual-model clubs, and playing a large part in the Standard-Triumph Forum, but also having its own events and meetings, shop and merchandise, classified ads, library and website – if you fancy a browse it is [here](#). They are also organisers of the **Round Britain Reliability Run** which takes place in alternate years, and for which the oldest car ever to complete the Essex – John O’Groats – Lands End – Essex triangle in 48 hours is a Razoredge (Dirk Devogeleer’s TDB 1425 DL). The next running of this event is the 3rd to 5th of October this year, and booking opens on February 21st. It is normally heavily oversubscribed, so if you’re thinking of having a go, don’t delay. Full details will be on the CT website.

A slightly less gruelling run they organise is the **Coast 2 Coast**, this year overnight from Saturday 21st June to Sunday 22nd – the solstice – covering 430 miles from Ulverston in the southern Lake District to Lowestoft on the Norfolk coast. They expect this to take about 12 hours; allowing some time for stops, fuel and food, you’d need to average about 40mph, so it should be possible for a Razoredge to complete the run

Articles on several different varieties of Triumph offer a wider choice of story and description than you’ll normally find in the *Globe*, and the February 2025 issue has accounts of restoring and rallying in a Dolomite Sprint, and extended feature on the Vitesse. There is also a member’s experience of the 10 Countries Run 2024, which was more exciting than it might sound. “Flames entered the driver’s footwell, scorching Richard’s best white trainers...”

If you ever find yourself and your Razoredge all brushed and polished with nowhere to go, you could do worse than check through Club Triumph’s events list. Because of the sheer size of the Club, they have some 22 events mapped out, probably with more to add as the year rolls on; and you may be sure a Razoredge will be welcomed as warmly as any of the more common varieties of Triumph.

If you do follow up on any of those, of course, we very much hope you will take a couple of photographs and send us a brief report for the *Globe*.

If you don’t wish to encumber yourself with an additional club membership, you might like to keep abreast of the wider Triumph world by occasionally treating yourself to the magazine.

MY OTHER CAR IS A...

Now here is an intriguing thought. Our sister-car is the Roadster, but what if the Razoredge were made into a soft-top? The question is asked by this 1936 Lagonda Drophead Coupe, currently on sale from the [Real Car Company](#) of Snowdonia.

The general style and proportions of this car are significantly different from the approach the Roadster takes; taller, more dignified. If you could cut the top off a Renown, you would arrive at something quite similar to this. Technically, it would be easier to do with a Limousine – with the fixed front seat, it would be easier to insert a cross-bar to support the centre pillars, but what happens to the trafficators and the chrome around the windows? Getting it right wouldn't be cheap; but then, nor is the Lagonda. Yours for £87,000.



Image courtesy of the Real Car Company – visit their website [HERE](#)

GOOD TO HEAR FROM...

Happy New Year Roger. Love the calendar and thanks for the entry!

I have sold many spares and I delivered the petrol tank down to Bristol on our way to Cornwall. It's a great feeling to be able to help people out with spares I have held onto (in case). Steering parts to Germany, arm rests to Ireland. I will be listing my items remaining on Facebook and Ebay when we get back from Spain.

All the best, Mick Harris

Craig Pillans telephoned -sadly his failing eyesight precludes any other form of communication – to ask about the arrangements for this summer's rally. Craig was a geography teacher near Hereford, and remembers the area fondly.



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/> .

OUT AND ABOUT

In Clevedon on Saturday 11th January, our Chairman Chris Blackman's very smart TDC 2670 DLO enjoyed the company of some very well-presented classics. Looking at the top-down sporty beast alongside in the upper picture, however, I know which one I'd rather be using on a chilly January day.



Meanwhile in Australia where it is summertime, Tony Allen was out meeting classic friends on the 15th:



In St Helens, John and Gill Crosby anticipate the stirrings of spring and are retrieving TDA 681 DL from the local Transport Museum, where it has been passing the worst of the winter months. A neat arrangement!



On the left, Robert Ward's TDC 2576 DL, next to his Alvis.

In the last newsletter we challenged readers to identify the make of the Alvis, and Graham Jacobs wins; also Malcolm Banyer who was able to identify the big military vehicle also as Alvis.

NEWS OF OUR CARS

Neil Farrer tells us he has spotted for sale in New Zealand on the *Trade Me* site, TDB 5684 DL, Jade Green, looking a little tired but basically sound. I have no record of the commission number, but there are a few New Zealand cars where we've seen pictures but not collected the number. If we hear any more about it, we shall report in a future edition.

Meanwhile in Slovakia, Radovan Trepac has purchased TDB 3252 DL, believed to come from the Netherlands. He was very hopeful about it at first, but – as often happens – problems have not taken long to make themselves known.

First impressions good...

...but that's not a pretty sight, below. Radovan is considering Club membership, and we shall be happy to do what we can to help.



As inspiration for Radovan, we have this message from Gordon Davies in Neath, South Wales. "I have finally finished restoring my old Renown. I did everything myself apart from the chroming, even down to buying myself an old sewing machine and teaching myself to sew, to do all the interior. I would like to thank Bob Hobbs for all the help and advice he gave me, for which I'm really grateful."

A larger copy of the picture is on the back cover, because this glorious paint finish deserves a proper look. There is a similar colour arrangement on a car in Australia, but it's great to have one here.

If you've got it, flaunt it!



NEAR-IDENTICAL TWINS MEET UP

At the Avoncroft TROC annual rally in 2002, two TDs whose owners had been corresponding for a long time, finally came together. The link was the common registration marks, Dave Stafford's JLY 74 on TD 2099 DL and JLY 232 on David Shulver's TD 2125 DL.



David's TD is currently awaiting repairs and restoration having been flooded last year, as described in the Globe at the time. JLY 74 we know nothing of at the moment. Dave Stafford is believed to have sold it in preference for a Mayflower, not long after this picture was taken; but looking this good in 2002 it is unlikely it has been scrapped. It was last taxed in 2010. One day, it will turn up again, we may hope.

A USEFUL GUIDE TO WARNING SIGNS RAZOREDGE'S DON'T HAVE



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 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.

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.

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.

**Sunday 9th
February**

Stoneleigh Triumph and MG Day – including spares

Sunday 9th March: TROC AGM by Zoom – 10am start, UK time – details in this Globe, p123

21st to 23rd March

NEC Restoration show - practical demonstrations and hands-on opportunities. See the poster and *discount code* opposite.

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 calnerotaryclassicroadrun@gmail.com.

13th-15th June

Standard Motor Club Annual Rally, at Daventry Court Hotel

19th-20th April

The Weston-super-Mare Pageant of Transport is a large gathering – at least one Razoredge present – if you'd like to attend, let us know so we can all arrive and park together.



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!

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! Fuller details follow in the April and June Globes.

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 stephen.mini.smith@hotmail.co.uk

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.



SOME RECOMMENDATIONS TO CONSIDER:

**BROMLEY PAGEANT
OF MOTORING**

PRESENTED BY

**CLASSICS
WORLD**

27th July – see above

21-23 March

Note the discount code!

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.

FOR SALE: HRP 111, TDC 1952 DL – **NEW 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.
tom123dolby@aol.com 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 bobdarch@live.co.uk.

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

FOR SALE – NEW 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 that 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: A fine late 1954 TDC in Essex.

This car has undergone recent full body-off restoration and respray, and is amongst the last 40 Razoredges ever built.

TDC 2763 DL

Subframe repainted and injected with waxoyl, fully undersealed, all ash timbers renewed

Cylinder head machined to run on unleaded, steering wheel restored, new head lining, new overriders and hubcaps, new wiring loom, many parts rechromed, red leather seats re-done a few years ago.

Resprayed in Light Grey. Workshop manual and Handbook included

Thousands spent - selling due to not using car because of other ongoing projects.

Offers in the region of ~~£20,000~~ £17,000.

£15,000

Contact Andy Kemp on 07983 879 424.

This is the car from which Lansdowne created their model car and is one of the youngest Razoredges in existence, first registered on 4/11/1954, after the last car had been made.

FOR SALE: Andy Kemp is selling his late, excellent-condition TDC (above) but has now sorted through the various spares he has accumulated over the years. He offers the following – mostly in excellent or very good condition – all for Renown TDC:

Fuel pump, new	£40		
Painted TDC headlights, pair	£100	2x Chrome front grilles	£30 each
Master cylinder, needs repair	£50		
Jack	£25	Handbrake	£20
Gear change selector shaft	£10	Wiper motor with worm and both stalks	£20
Tyre Dunlop Super Taxi 5.75x16	£20	4-part bonnet	£50
2 Inner wings	£20 each	Starting handle locator	£10
Inner boot flipper gasket, 50mm	£20	Chrome radiator cowl (small dent)	£120
Workshop manual	£20	Parts book	£25
Reverse Light auto-roche	£30	Lucas clear spotlight	£20

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

FOR SALE: Peter Cable, member since 1984, has sadly passed away. TDA 1825 DL, UMA 886 is a car he restored himself, over many years, and has maintained it in immaculate condition, spending thousands. It is in Enfield, Middlesex. Please telephone 07949 945 403 to discuss with his daughter Alexandra. This car is in excellent condition, s...ge. Offered for £15,000.

SOLD



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.

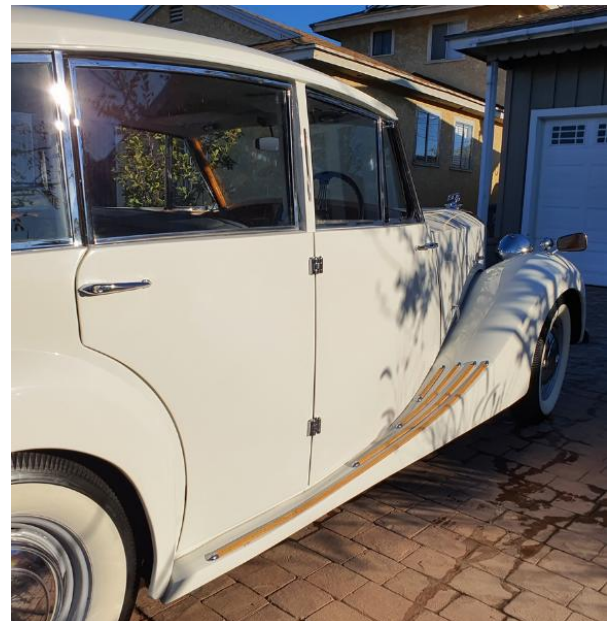
FOR SALE: Members may remember reading about our Morris's purchase and progress pictures with HWX 806, TDA 509 DL. The Morris's purchase and progress finds business has now become so brisk that he can't complete the job as a paid job. The chassis is stripped and prepared, and they would be happy to complete the job. For details of the current status of the car and price, contact Tony on 07811 11111 or email at Kreativeautomotive@outlook.com . *Now likely to be scrapped.*

NOW MOSTLY SCRAPPED BUT SOME SPARES REMAIN



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 carpet.

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

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 same family for over 45 years and due to lack of space needs a new home. Last driven about 15 months ago, it is a complete car with 4 brand new tyres and had a respray around 12 years ago. New carpets. The section of headlining above windscreen needs replacing and a small split on the 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 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 4158 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.



Also on the Facebook Group, Terri Tanner is in the New Forest and is offering a 1950 Renown for sale. I have not been able to identify the car, nor to get further contact details, but it sounds as if they have purchased a group of laid-up cars: this could be an exciting new discovery. If anyone has investigated or has further details, please email editor@TROCltd.co.uk !

