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# THE GLOBE

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*TROC* **50**



Welcome back!

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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**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

Dear members,

**TROC**50**On page 88 we are making a final appeal for next year's**

**calendar photos.** Because of all the hype and planning for the anniversary rally, we did not very much promote the Calendar earlier this year, but we still have some good photos already submitted. It's not too late however: take or locate a good photo, send it in, and *your* car could easily be one of our cars of the month next year. Full instructions and guidance are on that page: don't miss the chance to simultaneously help the Club and make a super memento for your car. **This is the last chance to submit photos – the closing date is November 5<sup>th</sup> (or the following week if this Globe is delayed).**

**The Gaydon Razoredge** was mentioned recently on the **Facebook page** and we followed this up by enquiring from the curators whether they could tell us any more about this car. The results are on page 85; but not very illuminating, I'm afraid.

**NEC: CLASSIC CAR SHOW, THIS NOVEMBER:** we are all set up and ready for our stand at the NEC this year, the first time we have done this as a Club in MANY years, and a very fitting further celebration of the Club's 50<sup>th</sup> Anniversary. Find details of our stand, how to book your ticket using our **DISCOUNT CODE**, on page 41 and on the Club website, [HERE](https://trocltd.co.uk/nec-classic-motor-show-2025/) ( <https://trocltd.co.uk/nec-classic-motor-show-2025/> )

We also have a report and charity appeal from this year's **Round-Britain Reliability Run**, starting on page 92; and there is good news of at least **FIVE Razoredges we did not know had survived** into 2025. Cars keep coming to light, especially the long-laid-up "barn find" types, complete but in need of sympathetic restoration. Compared with many classic cars, these are very affordable and thanks to TROC's expertise and extensive spares – at least for the more common TDB and TDC models – they are eminently 'do-able'. If you know someone who has often expressed interest in having their own project classic, do encourage them to take a look at our 'For Sale and Wanted' pages, in the Globe or on the website; or email the editor with their contact details, and we can happily send them a no-obligation information pack.

**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:**

- 1338 Russell Cook, in Shropshire, has purchased NHN 647, TDB 1173 DL, one of the finest Razoredges in the UK when last known to the club. It was previously owned by Mike and Christine Bettridge, but has been outside the Club since they sold it for a record price in 2017.
- 1339 Tagore Grey, in Cambridgeshire, who has purchased MXW 771, a very early TDC. There are at least three surviving cars with registrations in the range MXW 770 – MXW 774, and Tagore's is the one we know least about, so we are looking forward to investigating further.

**Our cover pictures for this issue:**

Front – New member Russell Cook's new pride and joy, TDB 1173 DL. Notice that although it's a TDB, it has no 'flaming torch' radiator cap – very correct, because these were not fitted until TDB 3000 DL. See also page 85 for another recently purchased Razoredge finding a new owner.

Back – Special appeal for a volunteer to make and edit videos for the Club – see page 79 for reasons why we need this.



## BEHIND THE SCENES AT TROC

In July 2024, much to my embarrassment and frustration, SHN 928, TDC 1900 DL, failed to reach the Club's national rally at Hollycombe. This was particularly annoying because it was the closest our rally has ever been, or is ever likely to be, to my home in East Kent. You might remember the cover of the August Globe, which showed the ignominious sight of the car being tail-lifted behind an AA rescue. The differential had disintegrated, crunching cogs and locking up solid.

It is possible to repair differentials, and the Club spares has matched sets of the cogs, and the necessary oil seals; but removing the wheel hubs from the half-shafts requires specialist pullers, and re-assembly has to be EXACTLY right or the resultant rebuilt back axle won't last long before it does it again. Luckily, differentials are usually reliable and rarely do this sort of thing; but that's the problem I had.

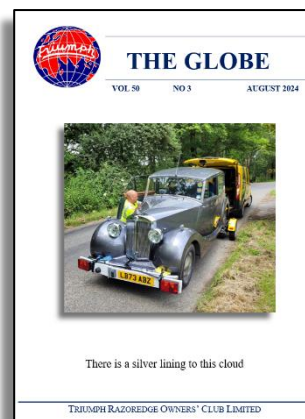
However, I knew of a car in Gillingham which could provide a perfect solution. This was OHP 101, TDC 1936 DL, a car built just 36 Razoredges after my SHN. It was known to have been mechanically a good runner, and low-mileage, until there were engine problems and the owner, a TROC member, decided it needed a full restoration. He started dismantling, but did not get very far before health problems had put everything on hold. Twelve years later, the engine now seized and his health still not good, he faced the realisation that he was never going to complete the task and the best thing was to sell it to someone who might. He advertised in the Globe at £1,500, which after a year then reduced to £1,000, and then £800, without attracting interest. Readers will know we have several 'project cars' in similar condition in the 'for sale' section of the Globe, and some have been there for far longer. So, feeling only slightly guilty, I bought the car, intending to rob it of its complete rear axle. It's sad to break up a car which could have been restored; but it was either OHP or SHN, I had also had a bright idea.



Languishing unwanted...

I contacted Bob Hobbs, our recently-retired Technical Officer and Spares Secretary. He had expressed concern about how the Club was going to manage to pass on the skills and knowledge which people like himself, Colin Copcutt and Irving Dalton had previously been able to share with members. I suggested, if he was willing, we could trailer the car to his home in Wiltshire, and with a team of volunteers we could video the dismantling of the car, so that his comments and guidance could be recorded for posterity and shared via our website. Chairman Chris Blackman, who manages the website, was enthusiastic. *And Bob agreed!* He was actually quite enthusiastic, even though he could see it would involve cluttering up his drive for an unspecified time, when he had not long managed to get clear of TROC occupation of his workshop and storage shed after many years. I was delighted.

The project was a great success in nearly every way. We successfully dismantled OHP 101, and I had the back axle to take home and fit to SHN – where it still lives, working smoothly, and has covered over 2,000 miles in its new home. In three sessions, OHP was reduced to a shell, and everything which was worth saving went into the Club's spares or came home to East Kent with me; and the residue has been cleared to scrap. Its overdrive gearbox was sold to a member in South Wales who wanted one; the front wings were removed intact and have been sold to new member Caroline Henderson who had bought TDC 1806 DL, OKD 695, the "a wall fell on it" car. So OHP did not die in vain, but lives on in at least three other cars. Other parts taken from it are in our spares store, waiting for the call.



Oh, the shame of it...



There were two less successful aspects. Firstly we must record that Bob strained his already-damaged shoulder whilst striving to unbolt and remove the rear axle from underneath OHP. We believe he is now fairly well recovered from that injury, but it was a very unkind reward to him after all the effort and inconvenience he'd agreed to undertake for the sake of Razoredge preservation. Secondly our members Graham and Pandora Jacobs, who had volunteered to attempt to edit the video clips we took into suitable tuition clips for the technical section of our website, have been unable to complete that task. They had family bereavements, and other pressures on their time; plus I knew from the various You Tube channels I follow, that video editing is VERY time-consuming to get right. As first-time teach-yourself video editors working with clips recorded by amateur cameramen, it was a huge task. I had exchanged correspondence

with Richard, who runs the **Old Classic Car** website and You Tube channel, and he said making videos of car work is surprisingly difficult because you think you've filmed it all, but when you look at the results you've got a series of clips of the back of people's heads, and hands obscuring the part of the machine that people need to see. So I'm very grateful to Graham and Pandora for having had a go, and I'm disappointed but not at all surprised it didn't work out.



However, that does leave us back at square one. **We need someone who can edit these video clips for us.** I wouldn't mind having a go myself, but for the fact I'm already overburdened with time pressures for keeping the membership records and getting the *Globe* completed every other month. We might even see if there is a professional video-maker whom we could pay to do it – depending on costs. Or they could provide tuition for a Club volunteer who would like to take it on but currently lacks the skills. Our back cover is an appeal for someone to step up: we shall see what comes from that. Could it be you? Or do you know a young

technologically-gifted person looking for an outlet for their skills, who might like to adopt our Club as their channel? Please give them my phone number or email address, and we can discuss possibilities.

Thinking about our need for another volunteer who can help the Club with these video clips brought to mind all the long list of members who contribute in many different ways, some larger, some smaller, but all important. I doubt that many members realise just how many there are. There's the **eight members of the current committee**, of course, listed inside the front cover, and those who have served in years past: **Stewart and Jennifer Langton, John Bates, David Groves, Ed and Daphne Lacey, David and Margaret Wickens, Malcolm Bath, Irving Dalton, Clive Lungmuss, Colin Copcutt, Malcolm Chapman and Chris Hewitt** - but have you noticed these other names being credited in this newsletter from time to time?

**Stephen Smith, Trevor Pybus and David Stansfield**, our team appearing at the NEC in November (if you are buying tickets, don't forget to use the Club code);

**Doug Crooks and Caroline Henderson**, who each are hosting some of the bulkier TROC spares;

**Gary Le Breuille**, who hosts our WhatsApp group;

**Bob Hobbs**, ex-committee member who frequently answers technical questions on the WhatsApp pages, and who hosted the dismantling of TDC 1936 DL, OHP 101;

**Barry and Jackie Drawbridge**, ex-members who run the Facebook *Triumph Renown Restoration Group*;

**Dirk Devogeleer, Bernhard Ruest, David Pilcher, Neil Farrer, Brian Beyer and lately Tony Allen** who each act as regional contacts in their respective countries (Belgium, Switzerland, USA, New Zealand and Australia);

**Graham and Pandora Jacobs**, who had a go at the video work mentioned above – not successfully, in the end, but they were prepared to have a go;

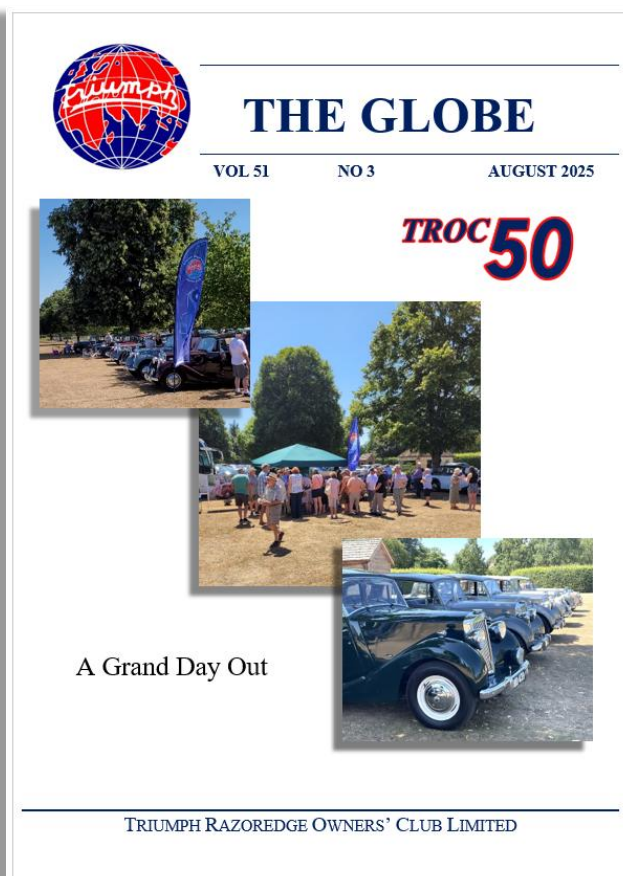
**Colin Copcutt**, ex-committee member who hosted a meeting at his home, and still provides occasional technical guidance on the TD and TDA models;

**Graham Sinagola, Malcolm Banyer, Russ Gittings, Craig Pillans, Peter and Raewyn Faber, David Shulver, Brian Murrish, Jim Fender, Bill Unger, John Kerber, Phil Heycock, Jacques Faerber, Lloyd Evans, Dick Mower, Phill Pace, Gordon Phillips, Geoff Harris, Andrew and Alison Stacey, Alan Bromley, Graham Beechey, Robert Ward, Amitava Saha, Mick Harris, Alan Kormes, Andrew Piggott, Andy Kemp, Trevor Fitsall, Tom Dolby, Alan Moore, Michael Ring, Jim Shotter, Gill Crosby,** and others – *many* others, apologies to all those I have not mentioned – who have occasionally or regularly sent us pictures or updated us about their outings or events to do with their cars, via email or post, WhatsApp or Facebook. These contributions, even the briefest mentions, all help keep the *Globe* topical and relevant. Photographs are especially helpful!

Not to forget all the **Calendar Photo contributors** – without whom our annual calendars would be very repetitive and unimaginative. Are you submitting one this year? The deadline is **November 5<sup>th</sup>**, and guidance is on page 88 of this edition.

That community of contributors, people doing their own bit in ways that suit them, are what makes TROC the successful, active club that it is, despite its small size.

# TROC50



At a recent meeting of the representatives of the sixteen clubs that make up the **Standard-Triumph Forum**, one of the larger club reps was complaining about the drop in numbers of cars attending rallies last summer (probably due to the heat), and expressed the view that any classic car event which attracts less than a hundred cars is hardly worth the trouble of organising. **WHAT??** We were delighted with our little gathering of fourteen cars (plus another dozen members without their cars) at Cotswold Wildlife Park. It suits us just fine, and if we can do as well or even better next year we shall be very happy. However, it does involve more members taking part, each in their own way, to make it work. We have heard reports from the **Mayflower Club** that despite having a new and vigorous chairman, they are struggling to find others prepared to come forward and contribute; and we are all familiar with organisations where ‘it’s always the same few who do all the work.’

So – **thank you** to **ALL** those mentioned, and to all the others I have overlooked, this year and all down the 49 previous years of the Club’s existence.



## OLD CARS, NEW BOOK – AN INTERVIEW WITH THE AUTHOR

***Triumph Razoredge: Renown, 1800 & 2000***

by John Bath

After John's very successful launch of his book, a definitive history of our cars, in time for the National Rally at Burford this year, it seemed to us very likely that members would want to know more about the process of writing it. It is the first time John had written anything on this scale, though he has contributed numerous articles to the *Globe*, and other Razoredge-related articles in popular classic car press.

He was approached by the publishers, Amberley Publishing, to enquire whether he would be interested in producing such a book. Amberley are specialist fairly small-scale 'niche market' publishers, with hundreds of titles mainly in the fields of historical personal stories and biographies, transport, steam and aviation, and classic cars. We would encourage members to follow the link at the foot of this page and look through their extensive catalogue: it is very unlikely you'd find nothing of interest there.

John said he had relatively little need for further research on his subject – as Club Historian for 50 years, he has been collecting the material needed for the definitive history throughout that time. He received some assistance from Kevin Warrington, who was writing his book on the Phase I Standard Vanguard at about the same time; but Kevin had already written three or four other books for Amberley and was happy to share the expertise thus gained.

In around six months, John had ordered his material and checked facts where necessary. He submitted the first draft, and was disappointed when his editor at Amberley sent it back with several requests for changes, requiring an almost complete re-write. In particular, they wanted no tables and a minimum of factual statistics, to improve readability for the casual reader, rather than the enthusiast. However, he persevered, with the support of proof-reading from Tom Robinson, who had been editor of the *Globe* for the first 37 years of the Club's existence.

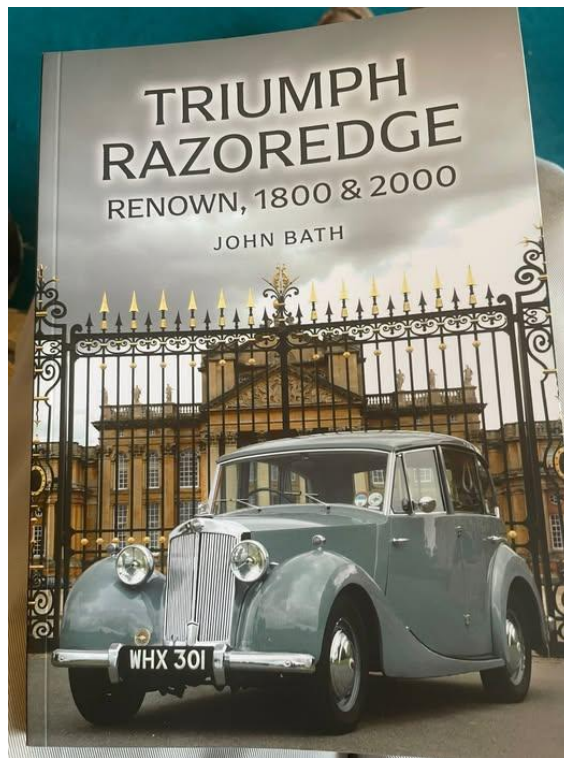
We asked about the overall process: was there anything he'd found particularly daunting or difficult? The only thing John called to mind was writing the captions for the many illustrations. It would have been very easy to mis-credit or mis-label, and it's the sort of thing which people notice. However, the end result is a book for John, and the Club, to be very proud of, and he has no regrets about taking it on.

Does John have any plans for a follow-up book on any other subject? He acknowledged a life-long interest in the Austin Atlantic, but said that the research involved – knowing the car far less well than our Razoredges – would be daunting. However, having been through the publishing mill, he would advise anyone thinking of producing a book, if they have enthusiasm, patience, and time, to give it a go. Sales have been, and continue to be, good.

It may very well be that more members would like a copy, and with Christmas coming, when could be a better time? **For a signed copy, contact John directly by email** – the contact details are inside the front cover of the *Globe*. John is asking £18, which includes £3 towards postage.

**Alternatively, a link to buy the book direct from Amberley Publishing:**

**<https://www.amberley-books.com/triumph-razoredge.html>** .



## FBHVC AND DVLA ANNOUNCEMENT

**"Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers, the Federation can now share this Registration Policy Update from DVLA.**

**The Federation is very encouraged by these outcomes, not only with the revised policies but also with a clear change to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with older vehicles. We also acknowledge the considerable time and effort Agency staff have obviously devoted to this matter and are grateful that they so carefully listened to our submissions."**

<https://www.fbhvc.co.uk/news/article/dvla-backs-classic-car-industry-and-driving-enthusiasts-with-updated-registration-policies>

Mel Holley      Secretary, Federation of British Historic Vehicle Clubs Ltd

The DVLA has on 20<sup>th</sup> August unveiled a major update to some of its vehicle registration policies, making it significantly easier for enthusiasts to register repaired, restored and modified vehicles. The new guidance reflects modern restoration methods and simplifies the registration process, helping classic car owners keep their vehicles on the road while ensuring safety and accurate records.

These changes follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector. In response, DVLA is replacing its existing policies on rebuilt and radically altered vehicles with 2 new sets of guidance that will apply to all vehicles, regardless of age.

Key changes include:

- like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)
- vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes
- vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes

Minister for the Future of Roads, Lilian Greenwood, said: "We know how much love, time and effort goes into keeping classic cars – and we're right behind the community. These changes are about cutting red tape and making life easier for enthusiasts, whether you're restoring a vintage gem or converting it to electric. It's all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future."

DVLA Chief Executive, Tim Moss, said: "These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles.

The new policies will come into effect on Tuesday 26 August 2025 and the full guidance will be published on GOV.UK on the same day at: [www.gov.uk/vehicle-registration](https://www.gov.uk/vehicle-registration) "

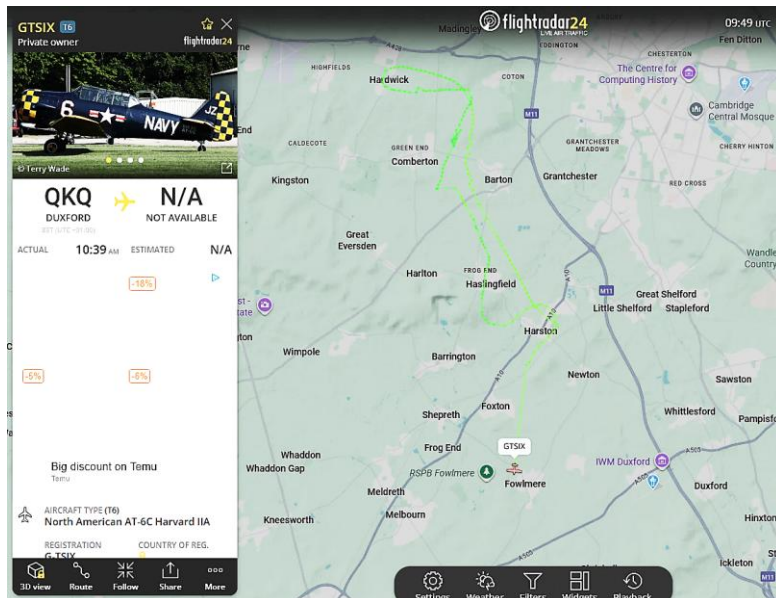
These changes may bring some hope to our member Steve Taylor, who owns TDB 2093 DL, MAR 521, from which the commission plate has been removed. John Bath struggled for months for the DVLA to recognize and register this very well-documented car, without success.



## DUXFORD BATTLE OF BRITAIN AIR SHOW – 85<sup>TH</sup> ANNIVERSARY

On the warm and sunny morning of Sunday September 7<sup>th</sup> I was out in my garden in East Kent, doing a little early-morning bramble-battling, when I was distracted by a glorious sonorous roar, and fairly low overhead – 1,600 feet – came a twin-engined propellor-driven aircraft I didn't recognise. The noise was wonderful: I guessed they were Rolls-Royce Merlins, from the sound – the same as Spitfires and Lancaster bombers. I dashed indoors for the phone.

Are you familiar with **Flightradar24**? It is a mobile app which shows you a map of the whole world, and it collects data from the transponders that all aircraft must use to display their identity, height and course. These are the signals that Air Traffic Control uses to manage aircraft movements through our crowded skies, and because it is publicly broadcast, this app can display the information to anyone who is interested. A similar app exists for shipping. By the time I got this example on my screen, the aircraft I'd spotted over my garden – identified as an AVRO Anson, bound from its home near Paris, flying into Duxford – had landed, so I have captured this screenshot of another World War II aircraft associated with the day's events. If you look closely, you can see the track this American Harvard IIA has taken, traced in light green, having taken off from Duxford, flown north in a holding pattern, and now about to come back for a fly-over.



That moment when the aircraft flew over me, however – and the sound attracts our attention, and we feel our hearts lift as we realise it's a classic, preserved so we can enjoy its company for a few moments – that's the same that draws people to our cars, or to trams, buses, steam trains, or lovely old sailing boats. Whenever your Razoredge trundles down the high street through the modern traffic, you are giving others that brief but delightful lift. "Ooh look, it's –"

The AVRO Anson, slow, cold and noisy, used in large numbers as an aircrew trainer. Originally developed in the 1930s. I was wrong about the engines – they DO sound magnificent, but they are Armstrong Siddeley Cheetah IX seven-cylinder radial engines, not Merlins. 11,020 Ansons were built, but this one – the very same I saw over my garden – is the only one still flying.

The Club held its national Rally at Duxford in 2007, and sixteen Razoredges attended. The Duxford Museum site is managed by the Imperial War Museum, and there are large numbers of preserved aircraft from the very early canvas-and-wire days up to more recent examples, all fascinating, and many still flying.



## GOOD TO HEAR FROM...

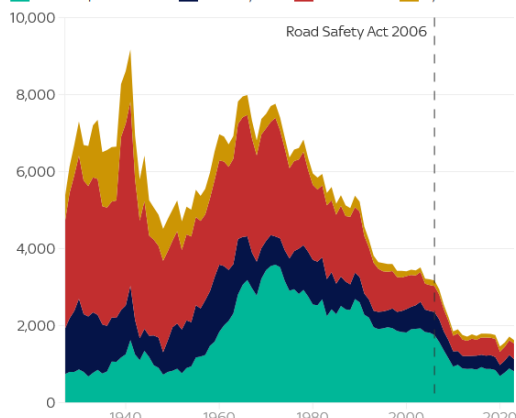
Our member in Cheshire, Graham Sinagola, who sends us a 1940s re-enactment photo.



The decline in road deaths has slowed since 2010

Road casualties by road user type, Great Britain

Car occupants/others Motorcyclists Pedestrians Cyclists



SOURCE: Department for Transport

DATAFORENSICS

Notice the shutters on the lights, intended to maximise the blackout which was the main defence cities had against bombing raids. The UK's worst-ever year for fatal road accidents was 1941, with 9,169 deaths. The worst peacetime year was 1966, with 7,985; but data collection began in 1926, when there were 4,886 fatalities – and think how few cars there were then, and what speeds! The huge decline in road deaths since the 1960s is a testimonial to improved road and junction design (including motorways, the safest of all roads), better training and expectations of driving, and changes in the law.

We now manage to kill “only” around 1,620 people a year.



## NEWS OF OUR CARS

This early TDB was donated to the British Motor Museum, Gaydon, in 1996, by Alan Jefferey. It is seen here being exhibited. They sold it in July 2006, but can give us no further information about where it went. It has not changed hands again since then. Since it looks to be in fairly good condition, it probably survives somewhere and will reappear one day.



Left, Gorazd Sifrer, owner of the only Razoredge in Slovenia (so far as we know), on wedding duty recently. The car is TDB 1542 DL.

On the right is Trevor Fitsall's recently-acquired TDA 1825 DL, still not on the road. Trevor is very pleased with the car, but he is having to sort out a number of problems (as is so often the case) before he can enjoy it properly. He says "Sadly I still have no pictures of it actually moving under its own steam! Still in the garage awaiting brake cylinders reconditioning... plus more brake bleeding after that."

He had to attend last summer's rally at Burford in his Roadster, which made a very acceptable substitute.



On the front cover and again here in Robson and Langworth's *"Triumph – the Complete Story"* we have NHN 647, TDB 1173 DL. This car was in TROC for many years with previous owners Mike and Christine Bettridge, who carried out a full restoration and refurbishment. When it was completed in 2014 they won the 'best in show' award at the Club's rally. In 2017 it was sold for

the record UK price of £21,000, and then for some years we heard no more of it.

Now we are delighted to see it has been purchased by new TROC member Russell Cook, in Shropshire, and we look forward to being able to see it at rallies again and in more regular use.





Meanwhile, on Facebook Stories, we learn of **Clásicos Y Convertibles** in Colombia, which owns a Renown in its fleet of wedding cars.

Great photo!

We have left a message on their website, but no response as yet. The registration plate seems to be just 1952, and it would appear to be a TDC.



They add (so you can practice your Spanish): “Clásicos y Convertibles es una empresa dedicada a atender eventos Sociales y Ceremonias en la Ciudad de Bogota y sus Alrededores. Contamos con una flota de vehículos clásicos de diferentes marcas y modelos, perfectos para el día de su Evento.”



Also from Colombia we do have in the archives this strange specimen, TD 879, which Dave Pilcher spotted on Facebook in 2014. At some point it has been fitted with a six-cylinder engine, and the bonnet and wings extended to accommodate the longer engine block. Really not sure about that front bumper! Either the suspension has been lowered, or the front suspension is simply sagging under the extra weight of engine and bumper.

Finally, just as we were going to press, we heard of FOUR new Razoredge sightings: two at Anglia Auctions, one at Brightwells auctions, and one report on Facebook. Only one of those cars is previously known to the Club, and even then not since 1990, when it was presumed lost/scrapped; the other three are unknown survivors. More news when we have it. This is very exciting: four new surviving Razoredges. Whoopee!



### Oh woe...

This used to be RPA 676, TDB 5652 DL, long laid-up derelict. It was reported to us by a family member disposing of it as an executor sale, earlier this year.

Our member Stephen Smith has rescued what was worth saving from it, especially the crucial steering components, but now the rest faces a new career as baked-beans tins.

**Better news** however comes with this sighting of a pickup conversion spotted below by Alan Moore. We know of this car: in around 2014 it was owned by a Scottish member, Gregor Robertson, but it had been stored in the open and the whole back end was badly rotted and the ash frame had disappeared entirely.



After some work on it, he decided it was beyond his capabilities and told us he was going to scrap it or break it for parts. He also had the opportunity to buy a 1951 Standard Vanguard estate from a friend, and that helped tip his decision. He left the Club, but stayed in touch through occasional emails and Facebook posts.

Now in his mid-eighties, he tells me he's having to downsize and is giving up his last three classics – an A35, a 1973 black cab, and a 1940s Bedford truck – with much regret.

We are therefore delighted to see that the Razoredge has survived, in pick-up form. We don't have contact details for the new owner, but it does look like a very smart job, and an interesting colour. It is TDB 4691 DL.

## CALENDAR PHOTO SUBMISSIONS FOR THE 2026 CALENDAR

We are now well into the year, and those of us with cars on the road will probably have been out on various trips and events; and these days, nearly everyone has a good-quality camera in their pocket, in the form of a mobile phone.

[Do you remember in the sixties when Kodak brought out a camera combined with a transistor radio? We had one. An unlikely combination: when would you be likely to be listening to the radio and suddenly need to take a photo? It was a real-film camera too, of course, so you'd have to wait until the film was finished, and take it to the chemists to develop and print before you could post a copy of your dog's latest exploits to Auntie Vera. It was also about 10" by 5" by 2½" so you were not going to be slipping it into your pocket. No wonder it didn't catch on. We might mock progress sometimes, but a smartphone is certainly an improvement.]



However that might be, ***did you take any good snaps of your car?*** (Or someone else's; any Razoredge will do.) We are in search of 15 good photos for next year's TROC calendar. **If you would like to see your car featured as one of the cars of the month next year, here's what you need to do.**

The winning pictures for our 2026 calendar will be selected by a vote from all of the committee, from the best photographs submitted by **November 5<sup>th</sup> 2025**. The pictures must include a Razoredge – not necessarily owned by you – and the main criterion is the quality of the picture as an image. Key points for acceptable images are:

- The image needs to be **high-resolution**. Most modern mobile phones take sufficiently high-res pictures, but if you send it through WhatsApp, the program automatically reduces the resolution to save on bandwidth. Facebook seems to be a little kinder, but not much. **Ideally, you'll need to save it somewhere and send it as an email attachment.**
- We only ever include one or at most two images of cars dressed up for wedding duty. We appreciate that when you've polished it up to look THAT shiny, and all the ribbons, bows and flowers are in place, it looks great, and you can't help getting the camera out; but we don't want to give the impression our cars are only wheeled out for weddings.
- When positioning the car for a picture, consider the background and the composition as a whole. If there's an ugly pylon in the background, we can often remove that using Photoshop, but often these things can be more simply avoided by moving the car, or yourself, slightly.
- We like to have in the calendar as much variety, and imaginative views, and representation from members all around the world, as we can. Great scenery and sunshine often make for a good photograph, but there's more to enjoying a classic car than that. We nearly all have a mobile phone with high-quality photo capability, these days: be on the lookout for that magic moment.



You can submit as many images as you wish, but only one picture per member will be published as a car of the month. If any manipulation of the image is needed – for example to remove an unsightly telegraph pole, or to crop out unwanted people, or to square up a picture where the camera was held slightly crooked – we'd prefer to do that ourselves, so don't be put off sending pictures where there are odd flaws. Cars which have been seen before will be considered, and the quality of the image is the key deciding factor, but we would very much like to include as many cars as possible which have not previously been featured as a car of the month. If you don't yet own a TROC calendar featuring your own car, ***do please have a go!*** You will be helping the Club, as well as possibly creating a lovely memento of your car. **Email your submission to: [editor@TROCltd.co.uk](mailto:editor@TROCltd.co.uk).**



## SOME POSSIBLE CALENDAR PHOTO IDEAS TO THINK ABOUT



Pretty in pink? Possibly not to everyone's taste, but at least it's different. However, it's a wedding car, and we only ever include one or at most two of those.




This one on the right is being broken for spares, sadly. ***That doesn't prevent it from being a calendar car of the month***; we need to include ALL aspects of our hobby, including technical and mechanical, not just the picturesque scenes.

However, this is not a good photo – the motorcycle, and the bright reflections in the side of the car are very distracting, and what's that just visible in the garage behind? Though, we could easily remove that by cropping the image. But it's badly framed: the front of the car has been cut off.



Good picture, nice weather, and you have three together; but we get LOTS of pictures of rallies in fields. And wouldn't it have been easy to just move that traffic cone out of the shot? Or maybe lay it down for a minute so it was out of sight?

Love this one. It takes a moment to work out what we are looking at, but when you do, it's SO immaculate and perfect; the very complete top-quality picnic set, the cream leather seats with neat brown highlight trim. We could remove the confusing reflections at the top of the image by cropping the picture down a fraction.

BUT: it's in portrait layout. If you think of our calendar's arrangement of pages, we really need the layout in landscape shape,  like the top three pictures, though sometimes we can use two or three images on one page and thus incorporate a portrait shape; and the back cover is always a portrait image. So, very possible. Send it in, see what our committee likes.

Probably the easiest way to find a great photo is if you have some magnificent scenery, or a quaint village pub or old town square, but not everyone has those easily available. Do you have some unusual setting, unexpected or amusing, but making a great photo? We do need to bring variety to the calendar, though any good view with a Razoredge is nice to look at for a month. **Please – see what you can find, and send it in. Email address opposite.** This applies to members from all around the world.





## OUT AND ABOUT



Doug Crook sends us this photograph illustrating how the other half might live. I wouldn't enquire too much further. The car is TXS 783, TDC 0933 DL.



**Tatton Park**, in Cheshire, hosts a long-established large gatherings of classics during the year, and Gillian and John Crosby were delighted to be able to fulfil an ambition to take part in their TDA 681 DL this August.

They tell us the car ran well, despite getting a little warm in the summer heat.

We like the fully personalised tee-shirt sported by John, relaxing as he brews the tea. Do see our own TROC clothing, page 93.

## MY OTHER CAR IS A...

Tom Robinson was at Merioneth Country Fair in late August, and spotted the items of interest shown here.



Early Aston Martin; go-anywhere team of Scammell and Land Rover; and original Ferguson T-20s pose with later tractors.

The 'little grey Fergie' shares the same basic engine as our cars, and over half a million were made at the Banner Lane factory, from 1946 to 1956. No wonder they seem to pop up everywhere; that's 33 times the production numbers of our Razoredge. 66% were exported, so you can expect to find them all over the world, especially in British ex-colonies; a huge boost to our post-war economy.

The production code for these tractors was the TE-20, with a variant entitled TEA-20; presumably that is directly related to our cars' TD, TDA, TDB and so on. I have driven one of these, and they are as well-behaved, versatile and useful as they look. Their impact on British farming after the war is hard to overstate, especially in combination with the 'Ferguson System' three-point hydraulic linkage which enabled it to lift its implement out of the ground in order to turn. This meant it could work in confined spaces, right up to the field-edge, so that the pressure to remove hedges and develop huge open fields was much reduced: it was the saviour of the British countryside, as well as of our agriculture. Up to that time, implements were dragged behind tractors in much the same way as they had been behind horses, and turning at the end of a furrow required a broad 'headland' of wasted land. The history of agriculture is a fascinating study, and change continues apace. We recommend [Harry's Farm](#) on You Tube.

Meanwhile **Bernhard Ruest**, our very active correspondent in Switzerland, owner of TD 409 DL, writes:

Hi all, soon reaching the ninth decade, not the car's, mine, I make an effort now and then to reduce my fleet and now I'm parting with one of my most treasured items. It's not quite the only one but one of two known surviving Connaught Syracuse GT prototypes and the only one privately owned. The car is in the UK and comes with a new MoT ready to be driven away. It can be viewed at Majestic Motors, Kenilworth. Now with a Ford engine, a proper narrow-angle V10.



CARANDCLASSIC.COM  
2006 Connaught Type D Syracuse GT For Sale By Auction  
One of only two known surviving Connaught Syracuse GT prototypesThe only example in priva...

The Connaught Engineering Company was founded in Surrey by two ex-Jaguar engineers, and set out to make various formula racing cars, including limited success in Formula 1, entering 18 races and gaining one podium finish. They also adapted some for the supercar market, and this car is one of the results.

**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.



## ROUND BRITAIN RELIABILITY RUN

The 3rd-5th October saw the 29<sup>th</sup> running of the RRBR. Club Triumph's Tim Hunt writes:

This time the take up has not been as overwhelming as on the past few events, when all places were typically snaffled within a couple of days of entries opening. However, we do still expect 90 odd crews to leave Knebworth Park from 18.00 on Friday 3rd October. Since the 1990 RBRR the event has had a charitable element, with the Club choosing a Charity to benefit from fundraising by drivers and up to and including the 2023 Run we have now raised a total of almost £900,000 for a variety of worthy causes.

This time we selected Parkinson's UK as the beneficiary. I understand from the organisers that, compared to the last four runs donations to date have been somewhat disappointing, possibly reflecting current pressures on people's finances. We are using the Wonderful.org fundraising platform, as requested by Parkinson's UK, since this organisation makes no admin charge with every penny pledged going to the Charity.

I am entered in my 1966 TR4A with Mike Hockaday as co-driver - it will be our seventeenth RBRR together in the same car. If any TROC would like to make a small donation to this very deserving cause and assist Team 33's fundraising effort our page can be found at:

[Tim and Mike's Club Triumph RBRR 2025 page | Wonderful.org](#)

Thanks for reading! - Tim Hunt.

The oldest car ever to successfully complete the RRBR, until this year, was the Razoredge of our member Dirk Devogeleer, TDB 1425 DL, in 2014 and again in 2016 - see the relevant Globes for accounts of the adventures. In 2023 he tried but did not complete in his 1936 Southern Cross. Dirk has however had a second attempt this year, successfully, so the title has been snatched away from the Renown. We congratulate him wholeheartedly, and we really don't mind losing the 'oldest car ever to complete' title. Well, not very much.



A typical RBRR scene – in the dead of night, nobody is out on the road except these mad Triumph drivers trying to cover 2,000 miles in 48 hours. Leave Knebworth, breakfast at John O'Groats, breakfast at Land's End, and back to Knebworth by evening. Totally bonkers. Personally, I think to do it properly it should be Margate for the start and finish; if you live in a triangular country, snipping off one corner makes it all a bit pointless. And Margate has to be useful for *something*.



More typical RBRR cars are the bigger saloons, Stags and similar, but all manner of post-war Triumphs have attempted it, and it's quite an achievement for any car.



The fact that Dirk has now completed the gruelling challenge in a *pre-war* Triumph, however, is truly remarkable. We shall hope to hear more about his exploits in a future **Globe**.

A 1960 TR3, previously considered to be quite an elderly car for the attempt.

On the 2014 run, at Pimperne in Dorset Dirk and his co-drivers were greeted by another TROC member, in a car you might recognise – but in those days it was in the care of Stewart Langton, not your editor. This was one of the rest-stops where all crews had to take a compulsory 30-minute break.



## 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.

Visit:

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



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



**PLUS – our commemorative 50<sup>th</sup> Anniversary mug!** These were for presentation at the Rally – but the left-overs are now offered for sale. Contact Paul Collard. They are a very good-quality mug – highly recommended.



## GOOD TO HEAR FROM...

From Graham Beechey:

Hi Roger.

Mike suggested I send you this for the globe as there was interest at the rally in my fog lamp which was on the car when acquired in the late 70s in a garage I use found the advert. It is possible the foglamp has been on there since about 1952.

Best wishes

Graham

One good reason for coming to the rally – spotting items of interest that other owners have found.



On the left, Robert Ward in STJ 782, TDC 2576 DL, following his wife Rio in her recently-acquired A35. The A35 is an under-rated car: sturdy, quite nippy, and a good basic family runabout.

From the Facebook page, we learn that American ex-member Kevin McLemore has recently been in the Czech Republic, where he has visited non-member Tomas Malan. Tomas kindly allowed us to use the charming photograph of his daughter on the cover of our 2023 calendar.





## WHAT'S ON: FORTHCOMING EVENTS

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

**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 50<sup>th</sup> Anniversary year

When planning your own 2026 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.

Wednesday 5<sup>th</sup>  
November

Guy Fawkes' Night, and deadline for submitting photographs for the 2026 TROC Calendar. Reflections in shiny paintwork would look amazing... **If you are getting fireworks anywhere near your car, take GREAT care!**

7<sup>th</sup>-9<sup>th</sup> November

**NEC Classic Car show** – TROC has a stand – the biggest classics show of all – it has everything! **Please use our discount code **CCCNOV5736**. Contact...**

7-9 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE  
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**THE UK'S PREMIER CLASSIC MOTOR EVENT**

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 310+ CLUBS  
600+ VEHICLES FOR SALE | MOTORING CELEBS & EXPERTS | 450+ TRADERS

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ONLINE WITH OUR CLUB CODE\* **CCCNOV5736**

SCAN ME TO BOOK TICKETS

\*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 9 Nov and show open ticket prices thereafter. Full ticket information: [www.necclassicshow.com/tickets](http://www.necclassicshow.com/tickets). Book by 15 Oct to help your club earn extra benefits.

*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 Razoredge sales and club membership. We also have feather banners strategically positioned around the country for loan to members when appropriate – contact Tom Robinson.

**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.**

## 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](mailto: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, NEW TO THE MARKET:** MUA 647, TDA 49 DL. Apart from the TDC Limousines, the TDA model is the rarest of our cars, only 2,000 being made, all in 1949. This fine specimen is offered for sale by our member Chris Paddock: contact the Editor for details.



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

### OFFERED:

I am sorting out my shed and car spares, and have several Renown back doors, 2 front doors, along with 2 boot lids, and a few other bits and pieces. I no longer require them, and wondered if they would be of use to you as spares for the club. - Alan Moore (Contact the Editor)



**FOR SALE ONLINE IN GERMANY**

This apparently superb-condition early TDB is advertised in Germany, asking only €14,900 (continental prices are often 20% - 50% higher than UK values; this would be £12,900 sterling). The link is [here](#).



Our thanks to Bernhard Ruest, regular TROC correspondent in Switzerland, for spotting it. It is TDB 1462 DL, and it's being sold by an ex-TROC member's son due to his father's ill health. It is known to have been fully restored 20 years ago, and very little used in recent years. (There's also a TR3, if you're interested.)

**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.

**Phil Heycock writes – you will have seen this car in many ‘Out and About’ reports -**

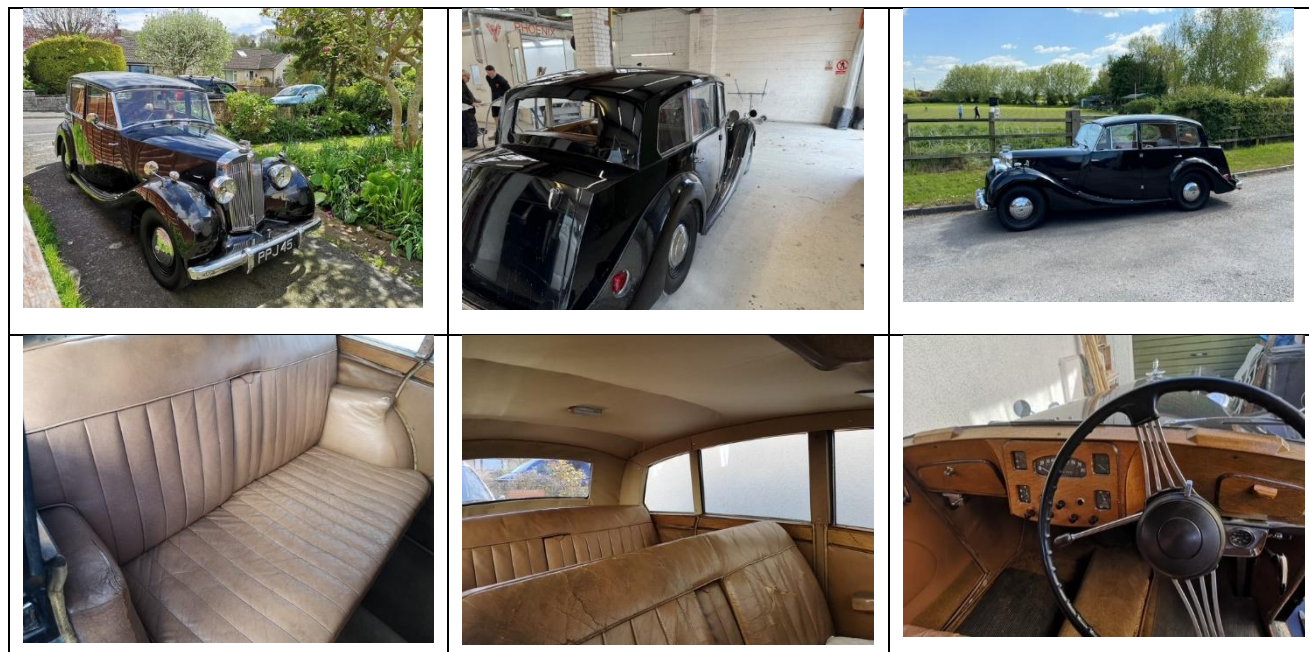
**FOR SALE: PPJ 45 1951 TDB** 1<sup>st</sup> registered 1 July 1951 and bought new from FW May and Co Ltd Dorking who looked after her as she was kept by the original owner’s family until 1975. Huge file of receipts for all day-to-day servicing during these years including the original purchase receipt, Triumph Guarantee, and the signed and sealed COVENANT from the British Motor Trade Assn to restrict sale during the first 2 years! I also have the page from Exchange and Mart in 1975 where she was listed for sale in the Collectors Cars section for £485. I have some more receipts from the subsequent decades including replacement rear wings in 1984.

I bought the car – known as ‘Ruby’ – at an auction in Essex in 2022 having wanted one since the 70’s when my dad briefly owned a TDC. When I first saw her, it was possible to turn the engine over but she wouldn’t fire up but on the day, she was delivered to our family garage a rusted-out fuel tank was the problem and with a temporary tank she drove straight away. I had the tank fully refurbished and whilst this was being done the car had a complete overhaul. Since then, I have replaced the headlining and last year the roof, side gutters and rear window panel was professionally resprayed and the window rubbers replaced. The bodywork is generally good but there are marks representing a 74-year-old used vehicle. The chrome is good and the exhaust is stainless steel

She starts and runs well and is quite a head turner. The interior is complete and the carpets are in good condition and there are also original Triumph rubber mats in the front. The front seat has rips and the stitching has gone in the back so these need attention. The dashboard has some wear at the end but all the instruments work except for the clock which is stuck on 4 o’clock. I have factored these things into the price. It has an original toolkit in the and I will include a service manual and handbook.

I have loved owning her and I’m only selling due to a lack of time and a change in circumstances. Please get in touch if you have any questions. I’m based near Weston super Mare and looking to sell for around **£4,500**

Phil Heycock 07799 892373





**FOR SALE: A fine very 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.

**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.

**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:** 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:** 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 page (there are more pictures), or contact the editor. If it goes soon, it will be scrapped.

**NOW SCRAPPED**

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





**On the Facebook group, TDC 2245 DL looking quite smart,** “For sale, 1952 Triumph Renown. Engine turns, doesn't run yet. Needs oil and cooling water, then try to start the car. All the wires are replaced, not connected yet. Car has no rust, no welding places, complete with all the parts. Steering has to be checked, doesn't turn easily. Price €6.000,-, car is located in the Netherlands.” Arjan Valk and Joop van Lammeren (recent club members) are selling this in the Netherlands, and are seeking €6,000 (£5,050).

**Also on the Facebook Group,** Stoke on Trent car offered – BGL 970, a TDB, from Mat Ferns. Back in 1976 we had another BGL in the Club for a while, but we've never heard of this one before, to the best of my knowledge. BGL is a Bath County Borough Council registration from about August 1950.

#### MEMBERS IN AUSTRALIA MIGHT BE INTERESTED:

Hi Roger, while I'm emailing you the owner has for sale one complete 1949 razor edge plus almost complete body of another one which all doors body fenders are all in excellent condition. The owner is a very busy man running his earth moving business so all messages are best to me; he's happy for me to handle all replies. So you might be able to get the word out there.

- Gilbert Haywood (western suburbs of Wellington, South Australia)

Also in Australia, but about 400 miles due east of Gilbert – Allan and Dena Pigdon are giving up their attempted restoration of TDB 4435 DL. It needs extensive work. Contact the editor for details.

**On Fb group, northern California, Richard Rowe offering a very smart looking incomplete resto for \$5,500. Needs head liner, carpet, carb rebuild, boot respray. It belongs to his father-in-law.**



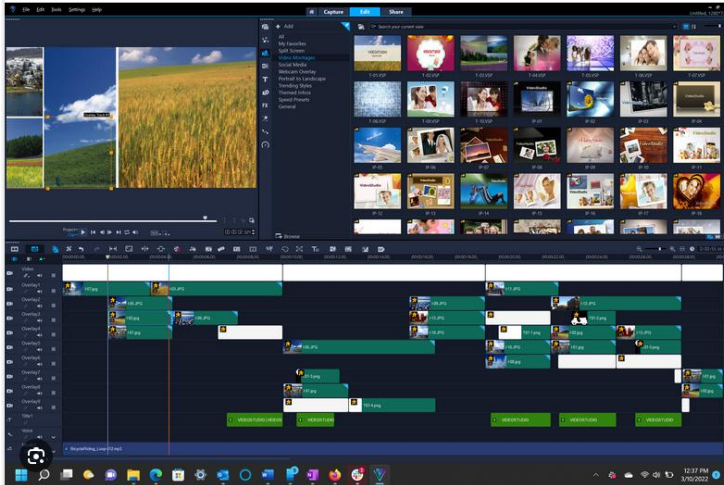
**On eBay, CRS 650, TD 2271 DL, the car used in filming *The Crown*; asking £14,995. Looking very good; did not sell.**

**Find it [HERE](#).**

Also advertised in *Car and Classic*.

**Finally... and it doesn't get more final than this** – the unknown Razoredge on the right is being broken for spares. It's a TDB, and you have to reach the owner through the Facebook Group because I've been unable to get a response to my enquiry for more details.





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***WANTED: someone who looks at these items and thinks: "I can do that! Let's get involved!"***

**You Tube**



Could it be you?

Contact the editor at

[RogerSto@aol.com](mailto:RogerSto@aol.com) or on 07763 385 685 !