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TROC 50



A Grand Day Out

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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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.

NOTE: the spares service will be suspended for most of July and the first half of August whilst Paul is otherwise engaged. Please continue to send requests via the email address, and he will reply when he can.

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

The logo for TROC 50, with 'TROC' in red and '50' in blue with a red outline.

Dear members,

Didn't we have a lovely day? Our **50th Anniversary Rally** was, from all the feedback I've heard, a resounding success and a social event to remember. You'll find a full report in the pages following, so I shan't try to repeat it all here. But if we can continue to have our annual national gathering as well-attended, interesting and friendly as that, the Club should be proud of itself. For that reason, we have enclosed a questionnaire sheet to all members in England and Wales asking about your preferences for the 2026 rally, so that we can build on the momentum of that special day.

We note with interest that the Pre-1940 Triumph Owners' Club – a much larger club than ours – also had 14 cars at their annual rally this year; but in their case, it was on June 21st-22nd which was one of the heatwave weekends. NOT kind for early cars to be trying to cope with modern traffic. That was at the Woodland Grange Hotel, Leamington Spa, a regular haunt of theirs.

On page 60 we are making a big appeal for calendar photos. Because of all the hype and planning for our anniversary rally, we have not promoted the Calendar very much this year, but we are still running our usual competition: take 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 help the Club and make a super memento for your car.

Our spares service has been semi-suspended for a month and a half because of other engagements Paul is perfectly entitled to undertake – he has a life, too, in addition to being a key volunteer for the Club. He will be back in action by the time you receive this *Globe*, but please bear in mind there will be a backlog of requests for him to deal with. Do send him your emails, which he will get to as soon as he can, but be patient.

Membership subscriptions are nearly all in now – our thanks to those who responded to the reminder in the last edition – *but if you have still not subscribed yet for 2025-26, this will be your last newsletter or reminder, and you are already an ex-member so far as spares are concerned.* If there are special circumstances affecting your membership, please email or write to the Membership Secretary.

NEC: CLASSIC CAR SHOW, THIS NOVEMBER: we have received confirmation of our stand at the NEC this year, the first time we have done this as a Club in MANY years, and a very fitting return for our 50th 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/>)

Other items in this issue: lots of news of shows, old photographs, and the calendar photo competition. There are also several changes in the list of cars for sale or wanted, so do take a look there.

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:

1337 Robert Ward, who has taken over STJ 782, TDC 2576 DL from Tom Robinson – further information on pages 62 and 65.

Our cover pictures for this issue:

Front – TROC 50 Rally overview. Images by Editor & John Bath.

Back – Another candid view from the rally. The back cover! Image by John Bath..

RALLY REPORT: A GRAND DAY OUT

When the Committee met recently to review how the rally went, what was good and what needed to have been improved, we had a long list of positives and no negatives; and that just about sums the day up. The venue was perfect, with refreshments and toilets close by and a whole zoo to look round; the weather was perfect, with a fine row of large trees providing shade; and the company was more than perfect. It was as friendly and convivial gathering of members, family and friends as we have ever enjoyed, and best of all, FOURTEEN Razoredges, and a further four or five which had been intending to come but in the event, could not make it. That is better than we've had in many recent years, and nearly matches the top turnouts from 1985-2005, when our membership was at its highest and the cars were 30-40 years younger.

We'd love to keep that momentum going, and for that reason those of you living in England and Wales will find a questionnaire inserted with this edition, which you can complete on paper or online, and send back to the editor. We'd like to be sure that whatever event we plan for 2026, it will be an event and a location which

will suit as many members as possible. We know that one very big factor for many people is distance, but wherever the rally takes place, it will be too far for some. We shall probably continue to aim for the middle of the country, as a best compromise.



Chairman Chris Blackman cuts the 50th Anniversary cake, prior to the unveiling of the refreshments



Photo by Martin Doughty

There were several presentations: the Chairman's Cup went to John Bath, who has performed sterling service over the past three years dealing with the winding-up of the Razoredge affairs of our late Chairman Chris Hewitt. Chris had two Razoredges – the very good TDC 1764 DL, LOR 644, seen on page 62; and another being the incomplete conversion of a Limousine into a 'woodie,' plus a Roadster. John was able to organise the successful collection and sale of all three through Mathewsons, the *Bangers and Cash* salerooms. You might have seen the episode which featured them. He has also been instrumental in supporting Chris's

widow Muriel in locating TROC spares hidden around the house, and various keys, firstly for the cars, and then for the three lock-up garages which Chris had allowed the Club to use, free of charge, for many years. We shall finish clearing the last of the garages later this month, again with John's help.

Another award was the 'Chairman's Choice' awarded to a car which Chris selected, for whatever reason he felt was appropriate. For our 50th anniversary, he felt it should go to SHN 928, TDC 1900 DL, which was the only Razoredge present at our first rally and also present 'in the metal' today. There were four other survivors from the historic first rally in 1976 which still exist today and were present in photographic form, on large banner prints which flanked the marquee. Bob Parsons' own car, RKL 458, TDC 2198 DL, is another car surviving from the first rally up to the present day, and it is the only one which has been in the same ownership for all 50 years.



Images by John Bath

The first of those images shows John and Kathy Kerber in Iowa, who kindly – and at their own expense – sent us this portrait of themselves with WMF 220, TDB 3738 DL, which in 1976 had been



brought along by club member number 43 Derek Cooper. In the second image, chairman Chris Blackman and retired treasurer Bob Parsons take a well-earned lunch break in front of photographs of three other cars from the first rally which still survive today: non-member Gregory King's EAN 905, TDB 5313 DL, owned in 1976 by Keith Gibbins; then TDA 1437 DL, then owned by Ian McIntyre and now undergoing restoration by member 236 Colin Copcutt; and finally LVC 313, TDC 2017 LIM, a Limousine with a long and illustrious history with the Club. In 1976 it was brought to the rally by Andrew Scrope-Shrapnel. It later saw service in a fleet owned by Arthur Pocock, and in a large gathering of all kinds of Triumphs at Brooklands in 2006 earned the Club second place overall; that was my first Club event. LVC then crossed the Atlantic to Texas where it now resides with members David and Kathy Pilcher, who allowed us to use this award-winning photo of the car. David is this year the President of the Vintage Triumph Register who were holding a national convention in Wisconsin, at the same time as we were meeting in Burford.



Arthur Pocock with LVC 313 at Brooklands, 2006

That brings us to the second set of presentations: **Certificates of 50 Years' Service** were presented to each of those present who had been members in the first year of the Club's existence, continuously to the present day. They were: membership number 2, **Tom and Patricia Robinson**; membership number 9, **Bob and Liz Parsons**, and membership number 31, **John and Sue Bath**. Also to receive the same award with this August Globe, since they were not present on the day: membership number 8, Stewart Langton, and membership number 39, David and Margaret Wickens. Those are the only five – so far.

With this award, we now commence a rolling programme of Long Service Awards, to members who achieve 50, 25 and 10 years' continuous membership. The aim of these awards is to thank our members who, after all, are the backbone of the Club, and to share our appreciation of the commitment thus made. These will be posted out with the *Globe* which falls closest to the anniversary of your joining.

We should also record the presence of Philip Green, member 23, who occasionally pops up at a rally and was there with us again that day, sporting a very smart-looking early Land Rover. Philip doesn't get a 50-year award because his membership has not been continuous; but his TDC 1684 DL, GJN 654, was another of those present in 1976. It is just as well we were not making a 'best non-Razoredge' award this year, because it would have been a close-run thing between that Land Rover and Trevor Fitsall's Roadster, which he had been forced to use because his TDA was being unco-operative. Messages of goodwill to the Club and for the success of the day also were received from Daphney Lacey, Clive Lungmuss and Gary Le Breuilly, who could not come.

Overleaf we come to the real stars of the day, the cars. They made a magnificent sight, and I recorded a short video clip, walking along the row, which you'll find on the 'Events' page of our club website at www.TROCltd.co.uk. Unfortunately a car-alarm was sounding from just after the walk starts, but you'll feel the relief we all felt when its insistent hoots cease.

THE RAZOREDGEDGES AT THE RALLY – IN HISTORICAL RALLY ORDER



Left, our founder car, TDC 1900, which inspired Tom Robinson to buy a Razoredge. By the time he'd got the finance arranged, it had been sold, so he later bought (on the right of the pair) TDC 2526, which is now owned by his nephew Robert Ward. The two cars were united for the first time at a rally in Burford in 1978, and again today.

SHN was awarded the Chairman's Choice, being the only car present 'in person' which was also at the first rally, then with founder Stewart Langton.

Next we have WHX 301, TDB 4609, which came to the 1980 rally, also held at the Cotswold Wildlife Park, Burford – the venue for the Club's first four rallies. The car was then owned by Norman Wareham, father-in-law of the current owner Mike Sampson. Mike lives in the Cotswolds, and was our local 'man on the ground' for the organisation and planning of this rally, so special thanks are due to him for helping the rally be the major success it was.



After cars with long single-family ownership we come to one which has changed hands many times, though usually with club members. Also at the 1980 Burford gathering, TDB 3907 was then in the care of Bill and Cynthia Wafford, and was then black. It was later olive green, then black again, before assuming its fine maroon livery and our current spares officer, Paul Collard.

Bob and Jill Hobbs joined the Club in 1986, and probably have the most consistent record of rally attendance since that

time. Bob had inherited TDC 703 DLO ('O' for factory-supplied overdrive) from his father at age 17 and carried out a full 'every last nut and bolt' restoration on the car, which remains one of the most immaculately-maintained in the Club. From that restoration, everything by the book, he gained his knowledge of the technical

side of the car, since honed by many years as Club technical officer and spares officer. He has since retired from the committee, but continues to offer technical guidance, mainly through the WhatsApp group.



JFH 467 is TDB 5475, introduced to the Club by Peter and Wendy Whitestone in 1996, and frequent rally attenders since then. They and the next two cars all joined within a year or so of each other, and all have the advantage of living in the Gloucestershire – Cotswold – Oxfordshire area, so that they often found the rally was to be almost on their doorstep.



RHO 824 is Graham Beechey's TDC 47, and NWB 396 is TDB 3861, owned for many years by Graham's close friend and partner in road-run planning, the late Alan Walton OSTJ, a true gentleman. Alan's widow Anita remains a member of the Club, but NWB has now passed to the ownership of Guy and Suzie Singleton, who brought it along to this rally where it was reunited with RHO. Guy is also quite local, so we hope this will continue.

On the right YSK 489 is TD 3717, our treasurer Harry Beacall's very fine specimen of the TD model and the only TD present this year. (We had no TDAs at all, except for in pictorial form – see below.) This car was for many years in the custody of Craig Pillans, from Lincolnshire, who made great contributions to the club with his meticulous eye for detail and for record-keeping. When deteriorating eyesight made him give up both his car and his paperwork, a few years ago, he passed on to your Editor his complete set of 'Globe' newsletters, finely annotated with additional information. We are happy to report that Craig is also a concert-level pianist, and so is still able to find things to fill his time where the eyesight is less of a problem.



This is JWD 439, TDB 858, presented by Andrew Gerken, a member since back in the very early eighties. It is an unusual very dark green colour, close to the Triumph original Jade green, but not metallic. The original colour, like Cotman grey, is extremely hard to match, being a "one-coat metallic" which is not normally how metallic paint is created today. Modern metallics have a base colour coat, then the metallic layer, and then a lacquer coat. Another very rare thing to see is a TDB with the column change on the right, like in the TD model. In Andrew's case it was an adaptation required because a part of the normal linkage sheared off. I didn't check if this is still the case – perhaps someone noticed, and can tell us.

On the right is David Stansfield, about to confer with Bob Hobbs on something under the bonnet. David does all the work on his cars himself, despite being in his mid-eighties, and drives miles to attend rallies and events, which he does frequently (including six recent Club rallies before this one.) He also has a Model T Ford, and has the distinction of being the Club member who lives closest to the site of Standard/Triumph production in Coventry. The car is TDC 2126 LIM, and without David the Limousine model would be very rarely seen in the UK. David's is one of the three cars which will be at the NEC in November. The other two were also hoping to be here the Burford rally but in the end could not make it. In all, we *might* just have reached the 20 mark at this rally, if fate had been a little kinder, and that's not counting the four big photographs.





Paul Goodchild has owned TDC 1769 for an number of years now and first appeared at a Club rally in 2012 at Broughton Castle, our most recent rally with numbers comparable to today. At Broughton, we arrayed no fewer than 19 Razoredges, plus eight or nine Mayflowers, on the hillside overlooking the fine old castle, from a point known as the ‘Shakespeare in Love’ view, for it was there that the film’s exterior shots were taken. It was the Queen’s Diamond Jubilee, a glorious sunny day like this year, and Nathaniel Twistleton-Wykeham-Fiennes, 21st Baron Saye and Sele, proposed the loyal toast for us. Sadly, he passed away last year, aged 103.

Our Chairman’s TDC 2670 DLO is a fine-looking car now, but has other colours in its recent past. It was first in the Club from 1989 with a Mr Evison in Grimsby, and then went through a series of ownership changes before being advertised on sale sites for a long while in an unusual white colour with cream-yellow wings. It was referred to unkindly as ‘the custard-cream car’ until Chris purchased it and restored its original Cotman Grey. (John Sell Cotman was a Norwich school artist well-known for stormy landscapes and shadowy townscape watercolours.) It is not believed to have appeared at a Club rally until Chris’s ownership, firstly in 2019 at Coughton Court.



Streets of Rouen, by John Cotman

TXS 783 is a re-registration, having been in the Club previously under two other registrations, firstly the original AJM 510, with John Glynn in 1997. It was then exported to Ireland and registered there as ZV 2109, in County Wicklow with our member Eddie O’Sullivan, which is what required it to be re-registered with the DVLA on its return to the UK in 2021. Doug Crook then added it to his stable of seven Razoredges in various conditions. To the best of our knowledge this year is the first time this particular car has come to a TROC national rally, but Doug’s own history with the Club goes back much earlier, since 1985.



Finally we have our collection of four banner cars, all of which were at the 1976 first rally. On the left, John and Kathy Kerber with WMF 220, TDB 3738 DLO; and below, left to right, EAN 905, TDB 5313; KXB 149, TDA 1437, owned by Colin Copcutt; and LVC 313 TDC 2017 LIM, David and Kathy Pilcher. Their 1976 owners are listed above.



OLD CARS, NEW BOOK

Triumph Razoredge: Renown, 1800 & 2000by **John Bath**

Review by Bob Hobbs

I have just had the pleasure of reading John Bath's new book that addresses the history of our Razoredge cars. The book covers many aspects from the circumstances that the relevant companies were in prior to the conception of the cars, through to the end of their production.

I am sure that many of us have been out and about with our cars when a stranger asks what is it and why was it made. This book answers such questions but also corrects the myths and inaccuracies in some other publications concerning their inception and manufacture.

Not only are such topics covered but also this history is interspersed with personal anecdotes and some contemporary history. This ensures that the book is not just a dry history of the cars but that it becomes a reflection on the immediate post war period and the trials and tribulations faced by manufacturers as they struggled to recover after a long period during which car production had been suspended.

I believe that John has put his long term passion as a historian of the Razoredge cars to excellent use and I thoroughly recommend the book to all members of the Club and anybody who has an interest in the history of our motor industry.

- Bob Hobbs

Further comments from Tom Robinson:

I have just finished reading it. I have found it to be a most informative publication telling, accurately for the first time, the full story of our cars. There are lots of well produced photographs to wallow in, and I know that you will all derive great pleasure from reading this fascinating book.

John's knowledge of comparative cars, both here and in the States, adds extra interest to the story. He covers rare variants as well as closely-related designs, and I have learned a great deal. John must feel justifiably proud of his achievement.

Of course, TROC is frequently mentioned, for which we are grateful!

I felt I had to share my delight with you all.

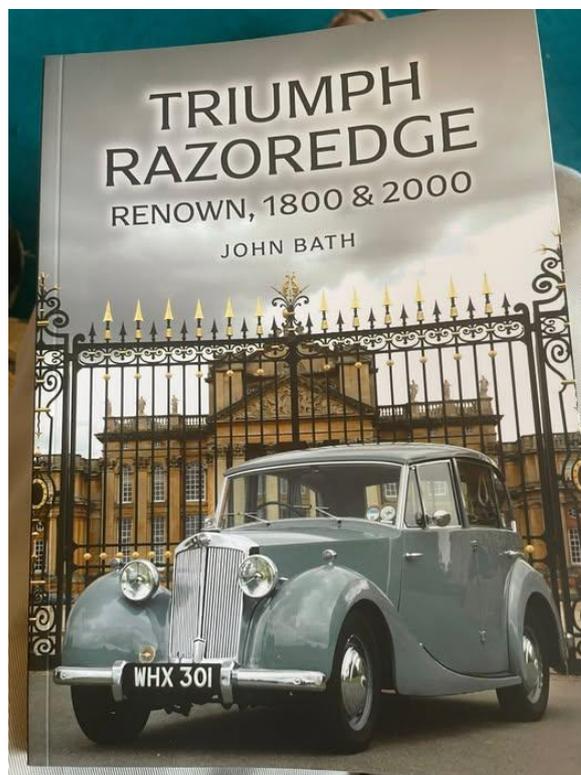
- Tom Robinson

The book has been (or is still being – there are more reviews to come) extensively reviewed in the motoring press. John has had more direct sales than he expected; he has also recently collected another batch for selling and signing from the printers, so it appears to be doing very well indeed.

For a signed copy, contact John directly – contact details are inside the front cover of the *Globe*.

A link to buy the book from Amberley Publishing:

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



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 1/2" 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 14 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 5th 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.**

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

In addition to our Rally Report (see page 54) Club members have been taking part in various events during this Goldilocks summer of mixed weather (some too hot, some too wet, some just right).

One which is good to see but rather intriguing was at Weston Park, Shropshire, on June 1st. None of our Club members were there, so far as we know, but Tom Robinson found a ‘walk-around’ video which was posted on You Tube (find it [here](#),

https://www.youtube.com/watch?v=v3gQkziW_SY).

It is well worth a look; there were – as is often the case – some lovely old cars there of all types, and it does the heart good to see them being valued and enjoyed.

Amongst them however was a car well-known to us:

LOR 644, TDC 1764 DL, owned until recently by our late Chairman Chris Hewitt. We are not in touch with the new owner, and we’d very much like to be, so if anyone spots it again please ‘chat up’ the owner on the Club’s behalf, and see if we can share a contact through WhatsApp, Facebook, email or even old-fashioned telephone.



Another large event recently was the Bromley Pageant of Motoring, now no longer in Bromley, having removed to the Sussex County Showground at Ardingly. Your Editor went along to this on July 27th, and the day’s experience was a very mixed bag. It was a pleasant 80-mile drive to get there, up until the junction with 2.6 miles to go, where we joined the queue waiting to get in. Sadly, the admissions



TDC 1900 DL, SHN 928, at Ardingly

organisation was not very streamlined, or to put it bluntly – agonisingly slow. Therefore the queue was very stop-start, rolling forward a few cars’ lengths, and then stopping completely for four or five minutes; and you’ve guessed what comes next. When the engine has been driving long-distance and is then asked to stand still for substantial patches of time, with less air movement through the radiator... vapour-lock strikes, and all you can do is roll in to the side of the road, open the bonnet, trickle some water on the fuel pipe, and wait 20 minutes or so for it all to cool down. From joining the queue at 9.05, including three interludes for cooling at the roadside, we eventually found the designated (very poorly signed) allocated parking spot by ten to eleven. I was fuming nearly as much as the car was.

There were three Razoredges present, but you wouldn’t guess it from the picture. Gordon Phillips, in his TDB 1827 DL, KON 928, had found a group of assorted Triumphs and was parked with them; by the time he tracked me down the event was very crowded and it would have been hazardous to try to move either car in order to unite us. Jim Shotter turned up shortly

afterwards, and was even more unkindly separated; the organisers decided he was so late they could not allow him into the display areas, and he was forced to leave LWO 244, TDC 1292 DL, in the public car-park. That’s a bit much, when it was their own traffic jam which had delayed him.

There were good bits to the day: the huge variety of cars and agricultural equipment was very interesting, and I found an excellent burger and a glass of good local cider (£7.50 a pint! But that’s showground prices for you) for lunch. Against that we had to set the showing commentator who was yelling and

exclaiming constantly, thinking this would convince us we were having a great time, and a tent (or possible a car's sound system?) not far from our pitch where very loud music was thumping out for most of the morning. I shan't be going to this one again; I've always preferred small village events to the big showgrounds. Each to his own preference, however. I'm sure there are plenty of others who thoroughly enjoyed the day.

Three Razoredges did however managed to get photographed together at South Cerney.



Those were Chris Blackman (TFU 509, TDC 2670 DL), Doug Crook (TXS 783, TDC 0933 DL) and Paul Goodchild (KAM 93, TDC 1769 DL).

It's great that we are thus able to report this month on four separate events where multiple Razoredges have come together. It's not the sole aim of the Club – plenty of people prefer to use a mixed-make local club event, or just use the car for a pleasant trundle through the countryside, and there's nothing wrong with that – but getting together with other Club members does encourage a social side to our activities which is not easily achieved, given that our membership is as widely-spread across the world as we are.

Do remember that if you would like some spare back-issue copies of the Globe to hand out, these can be provided – contact the Editor. Feather banners too; for those, contact Tom Robinson.

Other members out and about included Colin Rice, at Mold in North Wales, with 'Pennie,' also known as TTD 349, TDC 2222 DL, seen on the right.

At the Steyn Gardens in Worthing we had Gary Le Breuilly's magnificently well-appointed TDB 4134 DL, KWK 993, meeting up with Jim Shotter's LWO 244, TDC 1292 DL.



Jim's car in black, Gary's car in white.. 17:49



Are you submitting a photo of your car for the 2026 TROC Calendar? See page 60.

MY OTHER CAR IS A...

Our Treasurer Harry Beacall and son Charlie hoping the rain will hold off. (It didn't.)



Have you heard that the two 'R's on the radiator being red, indicates this car dates from when both Charles Rolls and Sir Henry Royce were still alive, that is, pre-1910? Between then and 1933, one R was red, one black; and after 1933, both were black, the story goes. In fact – that's a myth. Both Rs were red until 1933, when they were changed to black to avoid clashing with some body colours. Royce's death, aged 80, later in that same year was purely coincidental.



Also, left, we see Wallace Simpson and Edward VIII's superb Cadillac – arguably the Rolls of American cars - at Weston Park on June 1st, the same show where LOR 644 was spotted – see page 62.

They also owned a matching pair of Buicks – 'his and hers' cars.

GOOD TO HEAR FROM...

Dear Roger,

Just to let you know that I will not be renewing my subscription to the club and the Globe magazine. I would like to thank everyone for their support and guidance while owning my car but now as it has moved on to pasture new it's time for me to let go. Many thanks and good luck for the future.

Many regards, **Bob Darch**.

From **John Kerber**, in Iowa:

Roger, I will be thinking of you all on Sunday. I hope the weather is good for the TROC 50th.

Ps: Pictures attached of our new, to us, 1963 Jaguar Mk 2 sedan. We could not pass purchasing this car, as you may see! **Don't worry – we did not trade in the Renown!!!!!!** - John Kerber



We wish John all the best with the Jaguar, and it certainly looks magnificent, but that white leather makes me nervous.

Another member, **Nigel Taverner** of Essex, is leaving. He says he's had to recognise it has all become too much, having made no progress to speak of in ten years with FJY 395, TDB 1987 DL.

Unfortunately it is not known where this car has gone, so keep your eyes peeled.

[From new member Robert Ward, who joined at the Rally:](#)

[Thank you for accepting me as a club member. I never normally join clubs as I feel that I don't have the time to commit enough to justify being a member, however the TROC is such a genuinely friendly and helpful organisation with such committed people that I feel I should become involved.](#)

My wife and I thoroughly enjoyed attending the 50th Anniversary event at the Wildlife park, then spent several days touring the beautiful Cotswolds. STJ (my uncle Tom's Renown) behaved impeccably, clocking up almost five hundred miles during the week, and it was a delight to drive through stunning unspoiled villages in the delightful motor car and take photographs of her against such beautiful backdrops.

Having taken 'A' & 'B' roads all the way to Burford, we decided to return home on the M1. After Nottingham, the long-due torrential rain arrived, and we aquaplaned up the motorway with limited visibility for many miles with juggernauts howling past us, my knuckles were white !

I've owned and driven a wide variety of splendid motor cars during my life, including ancient Austins, Rovers, Alvis, Rolls Royce and Bentleys, to name just a few, however the week away in the Renown impressed me immensely.

Thank you for making us so welcome to the club. Kind regards, Rob & Rio Ward.

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

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 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.

Start of term	Calendar photo opportunity? Do you have a child starting school in their smart new uniform, who would like to do it in style, chauffeured in a Razoredge? <i>(Note – take care with who else is in shot – if other people's children, you may need parental permissions to share the photo.)</i>
Sunday 7th September	Triumph Dolomite Club International Rally at the Milestones Living History Museum, Basingstoke Leisure Park, Churchill Way West, Basingstoke RG22 6PG. This is the modern Dolomites, from the 1960s and 70s. Worth a look in, if you're in the area? See some of the other cars in the varied Triumph range. Entry to the meeting is free, but the museum is £15.50 (special rate).
13th-14th September	Statfold Road, Rail and Ale Festival near Tamworth, B79 0BU: it's a narrow-gauge steam railway trust having their annual big open day, and the Standard-Triumph Forum have adopted it as a place to meet. Free camping available. Contact mstephenson184@gmail.com to find out more.
Friday 31st October	Halloween! There's a Globe about to publish. Could you send in a Razoredge Halloween photograph for the Globe, or as a calendar entry?
Wednesday 5th 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!
7th-9th November	NEC Classic Car show – TROC has a stand – the biggest classics show of all – it has everything! Please use our discount code CCCNOV5736.

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.

7-9 NOVEMBER | NEC, BIRMINGHAM



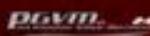
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NECCCLASSICMOTORSHOW.COM

OTHER NEWS OF OUR CARS



Dear Triumph enthusiasts,

In my hometown of Detmold, Germany, there is a Renown (at least I think it is one) for sale at a dealer. It has been outside on his lot for months and it just makes me sad seeing it being exposed to every kind of weather.

The whole thing is a little bit dubious; the other cars on his lot are quite cheap bang-for-a-buck kind of things. The Renown stands out a bit. It just has a „For Sale“ sign behind the windshield but it does not say any price. I’ve checked the classifieds etc. and it’s not listed anywhere.

As far as I know these cars were never sold in Germany and I don’t think any Germans will recognize what it is. So I thought

maybe I could reach out to you guys. Maybe someone can save this car and bring it back home? I’ve attached a photo I took in March from far away. I can provide more photos when needed.

Regards, a fellow petrolhead (Malte Ottemeier)

(I have messaged to try to find out more, or an address to send our information pack to the garage proprietor - Ed.)

Best of all, our member Michael Little now sees the completion of PVF 730, TDC 2573 DLO, by Quest Brothers Classics of St Ives, Cambridgeshire. This car was first in the club as early as 1979, owned by a member in Buxton near Norwich; later there was a very long period of dormancy, and to see it back on the road, looking as good as this, is wonderful.



It is a late TDC, built barely 200 cars before the production lines fell silent. Our congratulations to everyone involved.

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.

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.

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

My reason for mailing you is that after much soul searching I have decided to sell Ruby my 1951 TDB Reg no PPJ 45. I have had her for 3 very enjoyable years but we are looking to downsize and she has already lost her garage and keeping her exposed on the driveway is not ideal. She has a major overhaul when I bought her as a non runner and has been looked after by my son in law who has his own garage business. She is pretty original with her first owner having her for 25 years and keeping all her receipts including the purchase invoice and guarantee etc. I had her roof resprayed last year and the rest of her paintwork is okay and she polishes up well. Her inside is a bit tired except for the headlining which we replaced from a roll of material on the back seat when I bought her at auction. I was hoping with her history and condition I could achieve somewhere between 4.5k and 5k which would cover my costs. I'm just keen that Ruby has a decent future with someone who has the time and facilities to look after her. Contact Phil on 07799 892 373.

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: HRP 111, TDC 1952 DL – RECENT LISTING

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

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

The interior is scruffy, no carpets, Engine bay needs tidying. I'm selling as the car is underused and I have other projects. **£7750**, Peterborough.
tom123dolby@aol.com 07748977342.



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

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



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



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

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



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



On Fb 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. heathbert6@gmail.com 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 . Offered to advertise, May 18th, email.

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. 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.

Find it here: <https://ebay.us/m/B6PpIN>

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.

