THE GLOBE

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The last Standard-Triumph building in Coventry, under threat

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 49 South Close, Long Buckby,
Northampton, England, NN6 7PX
Website: www.TROCltd.co.uk
(Affiliated to the Federation of British Historic Vehicle Clubs)

MEMBERSHIP SECRETARY and **MAGAZINE EDITOR**	Roger Stone, 1 Oak Cottages, Westmarsh, Canterbury, Kent CT3 2LS Phone 01304 812 511 or 07763 385 685. **Email** editor@TROCltd.co.uk ; **for reports through Whats App use 07763 385 685.**

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SPARE PARTS: Available to paid-up members only. New terms of service 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,

Our thanks to all 14 members who found time to attend the AGM (with apologies from four more). Hopefully they represented the views of the whole membership, and we now have a mandate to carry on for another year, striving to meet your interests and needs. There is a summary of the outcomes on page 4 – no startling surprises – and if you have any comments or questions, we'd love to hear them. We shall reply individually or through the pages of the newsletter, as appropriate. It really does matter to the Club: as one of the small marques, and small memberships, ***everything*** makes a significant difference.

Speaking of membership: it's that time of year again, and your subscription falls due at the end of this month. May 1st is the renewal date. Full details are overleaf, but one key point to note is that the old Nat West bank accounts are now closed, gone, defunct. Your renewal form is attached/enclosed.

We are amazed to see Andy Kemp has felt compelled to reduce the asking price for his historic very late TDC to only £13,500. He started asking £20,000 and a top-quality Razoredge really should be worth that sort of money, especially when you look at the going rates for Roadsters, which are exactly contemporary and mechanically identical; just less practical, less comfortable and less handsome. (Apologies to Roadster owners, but you know it's true.) See page 22 .

We also have some good practical and technical information in this edition, starting on page 14 , and other news you might find to be of interest. In particular, our front-cover story about the last remaining Standard Triumph building in Coventry.

THE CALENDAR PHOTO CHALLENGE IS OPEN AGAIN: as we move into spring, and sunnier weather, the opportunities for good photographs open up. Has your car been immortalised in a TROC calendar? Just keep an eye open for the right moment and location. Our guidance page will be re-published when we have a bit more room than in this edition, but I'm sure most of you are familiar with our requirements: a high-resolution photo including a Razoredge, emailed to the Editor. **Drive-It-Day is coming – April 26th – will you rise to the challenge?**



Finally – sneak preview – my own Razoredge is undergoing driver's seat reinforcement and repair. The lovely lady doing the work has promised lots of pictures and detailed description of what's being done, and we'll be sharing that with you in the next edition.

Editor

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?**

We welcome new members:

1342 Doug Aldous, of Meopham in Kent, who is taking on the derelict MXM 977, TDC 418. This car was seen advertised in 2018, but is otherwise unknown to the Club.

1343 Lucas Lucas, of Penzance, who now has our member Chris Paddock's TDA 499 DL, MUA 647.

Our cover pictures for this issue:

Front – The HPL Prototypes building on the Birmingham Road, Coventry, which has gone into administration: see our lead article, page 6 .

Back – A selection of the Razoredges on sale at the moment. The market is depressed, and petrol prices are high – but some of these cars are amazing bargain opportunities.

TRIUMPH RAZOREDGE OWNERS' CLUB

Annual General Meeting, Sunday 15th March 2026 at 10:00am

Summary Notes (Full Minutes available on request from the Editor)

Chairman's opening remarks: Chris reviewed the success of our 50th anniversary year, including the National Rally and the NEC stand. **Appointments of Committee**: the existing Committee were unanimously re-elected en bloc.

OFFICERS' REPORTS: Treasurer Harry Beacall said the increase in membership subs last year had been successful, in that the number of members has not declined and the additional funds raised mean we are able to subsidise the maintenance of spares storage if necessary. However, at the moment the Spares service is covering its costs. The accounts presented in the Globe therefore show both accounts in the black and healthy. Doug Crook asked whether the Club had an interest-bearing account, and this would be investigated.

Spares: Paul said that he had successfully completed 85 requests for spares in the last year. He expressed a hope that all members will pay moneys into the correct account numbers (quoted on all invoices). Doug Crook suggested that Sum-Up could provide the Club with the facility to accept card payments, and this will be investigated.

Membership: Our membership remains stable and steady at around 172, with a trickle of new members balancing those who leave. New cars still appear from time to time. There appears to be an increasing number of cars for sale WHICH require complete restoration, but the market has been slow at all levels for some time. It is possible that if the derelict cars fail to attract buyers, active membership will decline, but it is also possible that the inability of high-tech modern cars to become treasured classics (because they cannot be maintained without factory support) will make cars from the fifties and more valued.

Editor: We continue to publish six editions of the newsletter each year, and the Calendar seems to be popular.

Historian: John described correspondence with Gregory Bailey, resulting from his book published last year, who had a garage on the Isle of Wight and knew our past chairman Ed Lacey. Greg has supplied a large number of excellent period photographs which will be appearing in the newsletter. Doug Crook asked if the photographs not used in the Globe could be shown on the website, and Chris Blackman confirmed this will be so. John had a further contact with David Knowles, an author, who has been exchanging information and pictures which will be used in the newsletter if copyright permits.

Events: Tom confirmed that preparations for our 2026 National Rally at Avoncroft continue, and there will be a site visit by himself and Mike Sampson on May 15th. The Mayflower club have accepted our invitation to join the event but will not attend the pre-visit; they will provide their own public liability insurance. Our application for a stand at the NEC in November has been submitted, and we are planning for three Razoredges (Stephen Smith, Trevor Pybus and Doug Crook) and a Mayflower; Stephen Smith is co-ordinating.

Any other business: No issues raised. The meeting closed at 10:35. Our thanks to all who attended.

The date of next AGM will be March next year but we shall try to avoid Mothering Sunday. Details will be announced in the December and February newsletters.

MEMBERSHIP RENEWAL: *PLEASE PAY ATTENTION!*

In the last five years we have seen considerable disruption to our normal membership subscription routines. We had Covid, when we allowed free-of-charge membership to all those members who had lost their jobs or were otherwise suffering financial hardship. That was all very necessary, and the right thing to do, but it did introduce uncertainty about who was or was not continuing membership. Then we had the transfer of the Treasurer role from Bob Parsons to Harry Beacall, and the transfer of accounts from Nat West to Lloyds; and at the same time, in 2024, I had two family bereavements which prevented me keeping up with the membership processing as diligently as we normally like. 2025 saw big steps towards restoring normality but it's still not complete.

This year, it would be very good to re-establish a GOOD, PROMPT RENEWAL with no confusion.

How you can help:

- **Ensure you are paying into the new Lloyds account, not the old Nat West one (which is now closed).** Details are on the enclosed renewal form.
- **Ensure you are paying into the MEMBERSHIP account, not the SPARES account.** Paul Collard always sends clear instructions for payment with his spares invoices, and you'll be surprised how many people ignore them and pay into the Membership account instead. This results in **delay of your spares posting**, plus extra work for the membership secretary locating the payment, the treasurer moving the money across, and the spares secretary having to chase it all up before he can complete the order. It can easily add a week to the process; sometimes more. If you pay your *membership* subs into the *spares* account (which I cannot see), I shall be sending you non-payment reminders and eventually terminating your membership. Despite having paid into the spares account, you'll lose your right to buy spares, because you are no longer a paid-up member! It's all very tedious, annoying and can be unpleasant.
- **Ensure you are paying the correct amount.** The renewal form shows clearly what your choices are: it's £35 if you select email-only newsletters, and if you prefer printed and posted newsletters, that's £50 in the UK or £60 for overseas.
- **Know whether you have set up a standing order.** If you have done so, and then you also pay by some other method… enough said.
- **Finally, please make sure your name or membership number is included as reference** so that we know who to credit the payment to. If you don't, I shall be chasing you up for your subscription in June.

Our sincere thanks to all members who take the time and trouble to get it right.

Extra points of information:

- All members are sent the December newsletter and calendar by post, including email-only members.
- All members for whom we have email addresses are sent the email newsletter, even if you also take the printed and posted edition. This can be useful because they are easier to store for future reference, and the clickable links can be helpful.

ALLESLEY FACTORY ENTERS ADMINISTRATION

Our cover photograph shows the remarkable art-deco 1920s building which served a number of firms during its history, but is principally of interest to us because from 1948 to 1980 it was operated by Standard Triumph both for the development of prototypes and as a base for the racing arm of the company. The picture shows the well-known trio of TR3s which raced successfully in the Le Mans 24-hour and the Sebring 12-hour classics, amongst many others including in the USA where they helped launch the very successful TR series to the American public.



This building is the last survivor of the many Standard-Triumph factories in Coventry, apart from the Social Club where the Standard Triumph Forum (of which TROC is a contributing member) maintains a historic memorial.

The main post-war works sites were: the Canley Works (which was the main Standard site), Banner Lane (mostly concerned with the assembly of Harry Ferguson's TE20 tractors) and the Fletchampstead Road site which augmented Canley. The pre-war Triumph factory was at Clay Lane. This, however, was bankrupt in 1939 and destroyed by the blitz in 1940; all Sir John Black purchased after the war was the name. It should also be remembered that Coventry also had at one time or another significant production factories for Jaguar, Alvis, Daimler, Riley, Rootes Group / Hillman, and Armstrong Siddley. Lanchester also moved from Birmingham to Coventry, to be produced at the Daimler works in Sandy Lane, for the last few years of their production up to 1955. Today only the 'continuation series' Alvis remains, and those are basically replicas, though they claim direct descent because they are working from the original design drawings and have continued the chassis numbers in sequence. The works can be found at Kenilworth, outside the city. In Coventry itself, once Britain's 'Motor City,' all that remains today are commemorative road-names on housing estates, and the Motor Museum in the city centre.



The sole bricks-and-mortar relic of Britains motoring heritage in Coventry.

Peter Lockley, of the Pre-Nineteen-Forty Triumph Motor Club, drew our attention to HLP's going into administration, at a recent meeting of the Standard-Triumph Forum. This sad event happened on March 3rd, and the whole workforce of 65 has been made redundant. The closure was covered on the news – see Dozens lose jobs as Coventry car design firm goes bust - BBC News .

TROC Committee member Mike Sampson (who worked for many years in the design department at Land Rover, and was instrumental in the design of the first Range Rovers) said "I visited it many times during my career at Land Rover and had an interview there when it was managed by Tata in about 2013, a position I decided not to take as I could see it turning into a 24/7 job!"

We contacted the remaining occupant at HPL, who told us – very poignantly –

> Hi Roger, thank you for you kind mail and offer to highlight the importance of the building's heritage, the loss of skilled craftsman and business. The administrators who you will need to speak with are:
>
> **RSM UK Consulting – Restructuring**
> Email: Restructuring.eastmidlands@rsmuk.com
> Tel: +44 116 282 0550
>
> I am happy to share the following details with you but will regrettably not be able to assist further as the business does not have potential investors / buyers and I will be leaving the business this week.
>
> I believe the building is not listed. So a call to the local council lobbying them to make it listed would be worthwhile. I would suggest the first port of call would be the administrators RSM UK.
>
> Best regards, Steve Rowbotham

We were also able to contact the owner of the premises, Mr Stuart LeCornu:

> Roger, Thank you for your email and interest.
>
> It is indeed a very sad situation, not least for the workforce and the fantastic heritage of the site. As you are aware we were happy to host various photoshoots of owners clubs over the years.
>
> It is too early to be able to say what will happen in the coming months but we will be keen to see the site used in some automotive capacity.
>
> Thank you for your offer of help, I will be in touch if the need arises
>
> Regards, Stuart LeCornu

We had suggested that since HPL make prototypes, it might be helpful if they wish to attract attention to the company's plight, for us to turn up with, possibly, three Triumph prototypes, for a publicity photo-shoot on front of the factory. The prototype Triumph Fury (seen here, which never actually made it to production), the prototype Swallow Doretti, and the prototype Mayflower, are all known to us, and it is not inconceivable we could muster them at the site.



THE STORY OF GREG BAILEY AND HIS TRIUMPHS

by John Bath

When I completed my Razoredge book last year, I had the perfect platform to promote our cars: the Club's Golden Anniversary and of course, TROC Ltd. However, in the book, I would also be able to appeal to a wider audience for contemporary photos of our cars, or at least memories of owning them, back in the old days.

I decided to include my email address so that readers could get in touch with me, even at the risk of my address being 'harvested' by scammers. Therefore, it was very pleasing for me, after an initial email, to receive a series of further emails from Greg Bailey, with a large cache of contemporary Triumph Saloon and Roadster photos, which he has generously allowed us to feature in The Globe. What a wonderful find it proved to be!

Bizarrely, just like the writer, Greg hails originally from SE Essex, but in Rayleigh in his case, where in the 1960's he learned to drive in a "gutless" (his description!) Triumph Mayflower, which is where his love for the marque clearly started. But it is fair to say that a great many cars have passed through Greg's hands, including an early post-war AC 2-litre saloon – one of the very few car marques made in Surrey, and moreover in the unlikely setting of the village of Thames Ditton, near Hampton Court.



Greg's original Mayflower

Many years ago, I owned a bright green 1975 Citroen 2CV when living in Essex, but only for a short time since despite the car being only 4 years old (!!), rust was already starting to take hold of the metalwork. By coincidence, second to Triumphs, Citroen has been the second most common car marque in the Bailey stable, with all manner of models owned, (including a green 2CV) - and not least a very rare Citroen Dyane Camper Van – an English conversion. Yes indeed, you read that correctly!



KDL is a TDC Limousine also seen in the June 2019 Globe, in the Maurice Harris fleet.

Greg takes up his story in our correspondence: "Oh, there are also many others photos of Roadsters and TRs I was into at the time, if you'd like copies of them, before we got first into Fiat and then Citroen air-cooled cars, which happened about the same time our first son arrived, in 1978, just after I'd finished working in Africa - but that's another story".

After moving from Rayleigh, Essex back in the late 60s, in his late teens, Greg eventually lived in the village of Bembridge on the eastern corner of the Isle of Wight, once the home of our former Club Chairman, the late Ed Lacey, who did so much to secure the supply of spare parts for our cars through his constant search.



Naturally, in the small island village of Bembridge, and owning a garage, it was very unlikely that Greg would **not** have known the Lacey family and his superb Renown, registered FTP 8; as featured in one of Greg's shots. Another of Greg's shots shows Ed (only seen from behind) and wife, Daphne just visible behind a rescued "Razoredge".



The car was in good condition when Greg originally sold it to Ed, but which he then spent some money on with many new spare parts that he had located. The number plate came from a spare chassis Greg had on which he was intending to build a Bently MK6 type special on but did not get round to it!

I will swiftly jump over Greg's very kind remarks about my book, and now continue Greg's tale in his own words:- "Some years ago, in the early 1970's, I ran a car servicing garage in Bembridge, which, when we could, specialised in work on old and interesting vehicles, but particularly Triumphs. I owned at the time a couple of Roadsters and Renowns. We used to travel around the Island with a Land Rover collecting cars dumped in gardens or orchards – those were the days!



"We had a number of Renowns through the workshop (we never encountered an 1800 or 2000 saloon), including one that was apparently originally an estate car from Glamis Castle. My 2000 Roadster was my first car at 19, before the garage, but in a bad way, which I got running outdoors, hand painting it maroon and beige originally, later beige and white, in my Aunt's garage!



Later exported to America, TDB 37998 DL and now in a museum in New England

The first Renown in grey arrived before I'd finished the Roadster and was a beautiful machine that I used for some time. It had that wonderful thing called 'Overdrive', that vastly improved the three speeds normally available. My next Roadster (at the same time! – I was collecting already) - was an 1800 model. This one became brown and cream.

Apart from owning a service garage in Bembridge, and touring Europe in camper vans -including that Dyane conversion, studying architecture in Vienna and doing up Triumphs and Citroens, Greg somehow found time, with a supportive wife plus two young children, to gain his RIBA qualifications at Portsmouth University back in 2001. And beyond that brief mention above of his sojourn in Africa during the late 1970's, which I have not had time to explore, Greg's exploits seem to me eminently worthy of a book!

I realise that I have hardly done justice to the very interesting life of my correspondent – whom I hope to meet in person on my next Island visit- but I will now let a selection of Greg's photos tell a further small part of his story.

Credits: In closing, I would like to thank Greg for contacting me in the first place and allowing his car adventure (and photos) to be recorded in The Globe. Greg also made certain corrections to my final draft to eliminate inaccuracies that had crept in. More of Greg's photographs are overleaf.

JOHN BATH –23rd FEBRUARY 2026



HSR 813 is a TDC, briefly in the Club in our founding year, 1975, with member number 36, but sold in 1976 and we have no record of it since then. Greg's photograph of it looking very derelict in their old yard probably explains what became of it.



Another Razoredge seen here also known to us from our founding year is KXB 149, TDA 1437 DL, photographed by Greg at a show on the Island in the late 1960s. In this case the car has a happier subsequent history. By 1975 it had been bought by TROC member 63, Ian McIntyre, and it was one of the cars at our inaugural rally at Burford. In 1977 Mr McIntyre sold it for £430, and it subsequently entered the care of our member Colin Copcutt, who still has it, undertaking what he describes as possibly the longest restoration ever, when he can find time between his railway interests and his other Razoredge, a fine TD.





At the same show, Greg photographed this, the TRX prototype. It is hard to believe that Walter Belgrove, the Triumph designer who had some sort of a hand in the final appearance of our Razoredges, also designed this very streamlined but somewhat anonymous blob. It was intended as a successor to the Roadster, but was dropped in favour of the TR series.

Finally we have a photograph Greg took in Torquay on a visit, just out of general interest, showing a Razoredge fitted in commercial livery proclaiming "Jeremiah's Gifts and Jewellery." This car was advertised for sale in the Globe in April 2019, still looking quite good, so it's likely it still survives somewhere although we have no further information of its whereabouts.



OUT AND ABOUT:






Chris Blackman and friends, Bristol, 21st March

GOOD TO HEAR FROM…

Hi Roger. It's **Peter Marchant**, membership no 1147. As I am no longer the custodian of the triumph TD 1800 I have decided some what reluctantly not to renew my membership of TROC this year. I would like to thank all of the membership and committee members for all their support and assistance over the last fifteen or so years. Best wishes to the club going forward. Please pass on my regards to Bob Hobbs and your good self, kindest regards – Peter Marchant.

Kevin McLemore reports on the **Facebook Group** that his old car, MKR 334, TDB 1739 DL, is being well-looked after and enjoyed by her new owner, Herman Woolfrey of West Chester, Pennsylvania. He has these pictures of her at the Philadelphia Auto Show recently.





Kevin with the car today. He imported the car to America and maintained it in top condition for over 40 years, as has been reported in the ***Globe*** from time to time.

Before that, in 1982, it was owned in the Club in the UK, with our member Terry Dawson.

We have also been messaged by a **Mr Tim Kelley** in Kentucky, who has just become the owner of a very similar-looking car, TME 252, TD 2355, which had been owned since 1988 by Danny and Laura Lester. They were Club members back in the day, but we had not heard of the car since then; it is therefore great news to see it looking so good, and we hope to hear more in the future.

That makes 27 known surviving Razoredges in the USA, five of which are members of the Club.



NEWS OF OUR CARS

TDB 2001 DL was newly-built in 1950. "This is a one-owner car shipped to Malaya, where the owner used it for two years. On retirement from the Civil Service in 1952 it returned to Honiton, Devon, re-registered." That is how it came to have the registration NXA 50, a (London County Council) mark from April 1953, according to Mr David Huxtable, TROC member 160, who joined the Club with this car – then coloured black – in June 1978.



That sent us off on a fine old wild-goose chase. Could we identify the diplomat? I think it is very likely we have, and if so, he was a very senior figure, at a very dramatic time in history.

After the war, Britain directly ruled Malaya. *[My uncle Eric was there in 1946, with the Devonshire Regiment, helping root out Japanese troops from the jungle! But that's beside the point. – Ed.]* During the war, Britain had armed, trained and supplied a communist guerrilla faction called the Malayan People's Anti-Japanese Army; but once Japan had surrendered, this faction became the Malayan National Liberation Army and began fighting for independence from Britain. This period became known as "The Emergency."

Some very regrettable tactics were used; it is the dark side of the British Empire. There were forced mass relocations to 'New Villages' (concentration camps); the first use of defoliant herbicides to render farmland uninhabitable (which the Americans would later name 'Agent Orange' when they used it in Viet Nam), and the use of Dayak tribesmen for the summary beheading of suspected communists. There was a massacre of 24 unarmed ethnic Chinese suspected communists near the village of Batang Kali; a subsequent enquiry decided they had been attempting to escape, and thanks to a new law passed later that month making it legal to use lethal force against fleeing suspects, and applying that law retrospectively, the killings were deemed lawful.

The Emergency was not solely a matter of Britain repressively holding on to a colony which wanted independence. The bloodshed was started by the communists with the murders of three British plantation managers in 1948, but a sizeable majority of the population opposed the communists, and eventually, when independence was (fairly) amicably achieved in 1957, it was not the communist faction which took power; so to some extent, at least, the British presence was attempting to maintain order in the face of communist terrorist insurgency, and it was in the end successful.

In this context then, we meet Sir Alec Newboult. Son of Wesleyan missionary parents, born in India in 1896, he was educated at Hulme Grammar School, Oldham, but enlisted at 18 in time for the outbreak of World War I. By the end of the war he had been commissioned and had been awarded the Military Cross.

Like many decorated officers after the war, he went into the Civil Service overseas, in his case in the Malayan Civil Service.

By 1945 at the end of World War II and of the Japanese occupation, now nearly 50 years of age and with twenty years of experience in managing regions and legal disputes in Malaya, Sir Alec played a key role as a brigadier in the British Military Administration, helping re-establish civil order and the Malay economy. From 1946 he became Chief Secretary to the Federation of Malaya, occasionally standing in for the High Commissioner. "In this position, he served ex officio as a member of both the Federal Executive Council and the Federal Legislative Council, alongside the Attorney-General and Financial Secretary, forming an "inner cabinet" of senior British officials responsible for high-level policy-making and coordination across the federation's states and settlements."

Then, as Sir Alec was nearing retirement but still at the height of the Emergency, the High Commissioner, Sir Henry Gurney, was assassinated in an ambush, when 38 communist guerrillas with machine guns, sten guns and rifles opened fire on his Rolls-Royce Silver Wraith on a mountain road. Sir Henry displayed extraordinary heroism: his wife and secretary were also in the car, and he urged them down into the footwell, whilst he left the car and staggered towards the assassins to draw their fire. Sir Henry and the chauffeur in the Rolls were killed, and five of the six Malayan police in an accompanying Land Rover were wounded; Lady Gurney and the secretary survived.



The scene of the ambush

Sir Alec Newboult, then, became Acting High Commissioner from that date – October 6th 1951 – until January 1952, when he was relieved by Sir Donald MacGillivray as Acting High Commissioner; and then the new substantive appointment of Lieutenant-General (later Field Marshal) Sir Gerald Templer was installed as High Commissioner from the end of February 1952.

"Following his tenure as Chief Secretary of the Federation of Malaya, Newboult retired from colonial service and returned to Britain. He died on 5 January 1964 in Bodmin, Cornwall, at the age of 68, and was buried there." (*Grokipedia.)*

So can we be confident Sir Alec was the owner of TDB 2001? Not for certain; but the dates match well. As Chief Secretary of the Federation of Malaya he would have needed a car which looked the part, but which would not be of the same calibre as the High Commissioner's Silver Wraith. Not many civil servants in Malaya would have had the income, or the need, for a brand-new Razoredge to be sent out from England, and to take it home with them when they retired. And then we have the west-country connection: our TROC member from 1978 records that the civil servant retired to Honiton, Devon, which does not quite match to Bodmin, but… It's close.

Our member David Huxtable had the car from June 1978, but had left the Club by May 1983; it was then with member 266 Luke Eammon from March 1981 to February 1984. After that we heard no more of the car until 2018, when it was advertised for sale in the Netherlands. We contacted the seller, who told us the car had come to him from India, and that might help account for the very unusual colour design; so perhaps there is another far-Eastern adventure to discover in this car's amazing story.

In 2018 however it was purchased from the Netherlands by Paul White, a British ex-pat living in Lower Normandy, France. The car has not been in use on the road for many years, but is in generally good condition. It has also, apparently, been re-upholstered. There is a video clip walk-around from its time in the Netherlands, and the engine sounded healthy, at least as far as you can tell from a sound recording.

Paul has now decided it's time for the car to move on, and he's thinking in the region of €6,000 which could be a very good price. **So, would you like to own a truly historic Razoredge?** The link is here: https://chalky66.github.io/triumph-renown.html .

TECHNICAL: IF AT FIRST YOU DON'T SUCCEED, TRY AGAIN… OR TRY ANOTHER HOBBY

by Bob Hobbs



TDC 703 DLO, at the 2025 Rally – 60 years' ownership

As has been mentioned in various articles from me, I have had 60 years owing my Renown covering around 75,000 miles or so of its grand total of 213,000. This includes 2139 cuts, 12541 bruises and more than a few tears of frustration. Or at least, that is what it feels like.

The purpose of this article is to help members accept that whatever one's mechanical knowledge, events and the products of the Standard Motor Company conspire with the utmost ease to cause one to query whether it is all worthwhile. When I was the Club's Technical Advisor, my efforts to help were entirely based on years of experience with my TDC, with the benefit of a strong background in many aspects of electronic and mechanical engineering.

To try to encourage those who may still be at the lower end of the learning curve and maybe raise a smile in some who can relate to my failures, I offer a few of my "What the **** have I done wrong this time?" experiences. Please be assured that there are many more than I am prepared to reveal here!



Bob, his sister and father, Germany 1955

I was just 5 years old when LKV541 came into the Hobbs family and over the next 12 years I helped, or maybe hindered, my father in his efforts to maintain the car in the condition it believes it deserves. I passed my driving test a couple of weeks after my 17th birthday and with that my father gave me the Triumph with a clear indication that I was now in charge of its upkeep with advice being available provided that I did the work AND paid for it.

Not long into this new friendship with the car, an oil change was due for the engine. Now as some may know, the 2088cc engine requires 12 pints of oil. I drained the warmed oil into a suitable container and when the drips stopped, wiped all around the drain hole with some rag. The container of dirty oil was removed at this point and my attention turned to a few other insignificant jobs under and around the engine bay. I went to fetch the cans of Castrol oil ready to fill the engine which I then did, all 12 pints of it. Unfortunately, the dipstick stubbornly refused to show that any oil was in the engine at all. It was therefore necessary to go and get another can . . . . .

It was at this point that my first lesson began. It was all about how to clean up over 12 pints of oil from the floor followed by putting the drain plug back into the sump as I should have done as soon as I had finished that initial cleaning.

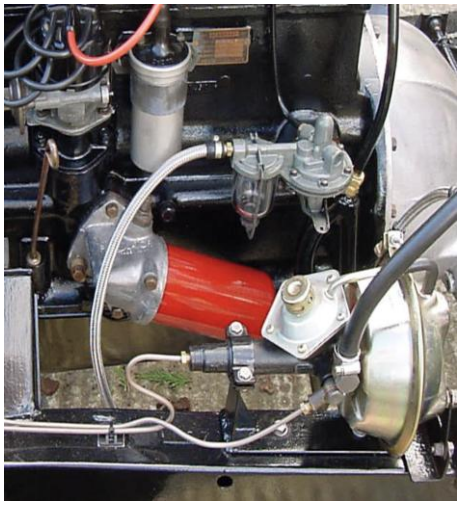
Originally, the headlining in our cars was a very smart (woollen I think) cloth. Unfortunately as rain water bypassed the door seals and found leaky gutters, it would find its way into the lower reaches of the head lining. On drying out a water mark was left which was quite unsightly. My car was now living outside whilst

the Rover P5 that was now my father's pride and joy lived in the garage. The end result of this was a rapid extension of the water stains. I determined that I needed to make things smart again and thus undertook the re-lining of the roof. This was done using a plastic coated cotton fabric such as was used in many 1960s vehicles. My new girlfriend, now wife, offered to help me with the stitching as she was, and still is very proficient in that business. We made a very smart job and I think that even my father thought that we had done well. However, outdoor living does result in fairly humid conditions, even in modern cars. Gradually over the months that followed the installation of the new headlining, a very faint suggestion that something was written, in bright pink lettering, stating that the new headlining had been manufactured and installed by one R A Hobbs and J Harrison with a date and a few other bits of information. Sadly, over the following years the writing became more and more prominent to the extent that it dominated one's view on entering the car. The life lesson learned here was NEVER use felt tip pens to herald one's skill at making new headlinings. That lining remained in place until I restored the car many years later. My stupidity in writing and drawing the stitching lines on the reverse of the lining remained there for all to behold. I did not photograph the writing, too ashamed, but I have found a picture of part of the lining when it was being removed during restoration. Note the pink lines along the stitch line!



Not long after we got married we were invited to a friend's wedding in Cornwall. We were living in Hampshire at the time. On our way home from the wedding, we had the radio on, quite loud, listening to Top of the Pops. When that programme ended we turned the radio off and it became apparent that the deep beat of the music was in fact the deep beat of the engine. As endorsed by the oil pressure gauge it was obvious that all was not well up front. We made it home without too much trouble. The following day we used the car to travel 5 miles to work and all was peaceful. This was no doubt because the oil did not get very hot in 5 miles. That evening we were due to drive some 35 miles to visit an uncle for the evening and so off we went, with due regard for the one doing all the work up front. On our way home at around midnight, with just 3 miles to go, the oil pressure dropped to virtually zero and the big end bearing noise became more than severe. This event was long before easy access to vehicle recovery companies and we were passing through an area where one was not advised to leave a car abandoned if one expected to see it ever again. Thus, I drove slowly on. Once all the white metal bearing material has disappeared from the bearing shells the steel on steel running surface is a very effective way to reduce a crank shaft to a piece of rubbish. The lesson here? If the writing is on the wall, READ IT. Don't push your luck when there is no need.

Once in a while one can be lucky without realising it at the time. I was at university in the West London area and my afore mentioned girlfriend was at a college in Salisbury when we determined that we would have a future together. Thus one Sunday I drove in the Triumph from London to Salisbury to pick Jill up and thence to Malvern where her parents lived. Having not been thrown to the lions by her father, we then went to Worcester to pick up my flatmate and then back towards Salisbury to drop Jill and then on to London. The round trip was about 370 miles. On the return before we arrived in Salisbury, on a country road in the middle of nowhere, the engine lost power and we ground to a stop. Eventually I determined that there was a distinct lack of petrol reaching the carburettor. I decided that the fuel line was blocked and so I used the tyre pump to blow air back towards the petrol tank to clear the blockage. We were able to complete our journey with no further problems. My car is fitted with a brake servo mounted on the chassis near the fuel pump, and its body was a convenient place to nestle the base of the pump whilst pushing down hard on the handle with one hand whilst the other hand held the disconnected fuel line against the pump's outlet hose. The picture shows how suitable the servo is as a firm locator! For some years this



blockage repeated and the treatment was quick and easy. Moving on and being a bit lazy about problem solving all was thought to be well. When the time came to buy a modern car and only use the Triumph occasionally, for some time it was left at my parent's house near Malvern whilst I borrowed their 1934 Austin 10. After some months I decided to take the Austin back and get the Triumph and thus asked my father to get the Triumph MoT tested. So now, you may be wondering where this tale is going. On the way home the fuel blockage reared its head yet again on the A419, on a stretch of dual carriageway, going up steep hill, in the dark. Not an ideal position to be in. I cleared the fuel line in the, by now, usual manner and off we went. Two miles later I took a left hand exit down a slope to a roundabout and braked, only to find that the brakes were on strike. Great fun. These cars are useless at stopping using only the handbrake. We eventually managed to get home but with no foot brake I had to keep the speed right down. On reaching home and having put our very young son to bed, I went out to the car to bleed the brakes as it was by then obvious that I had disturbed one of the brake lines that was fitted to the servo. Once the foot pedal seemed to be firm and not going anywhere near the floor, I started the engine to get the brake servo doing its thing. I pressed the brake pedal really hard and held it for a moment to check that everything was working properly. I began to think that the pedal might be very slowly moving down towards the floor. I pressed even harder and with a loud bang the pedal shot down to the floor. The steel brake pipe that crosses the front of the chassis under the radiator was corroded and had burst. With that and the horror of what could have happened out on the road, I replaced all the steel brake pipes with cupronickel ones. Had it not been for my being too lazy to sort out the fuel blockage when I should have done – it was just the flexi hose that fits into the fuel pump gone rotten – then the sequence previously described may well have been replaced with a serious crash when the brake pipe burst whilst driving. The lesson here? If a job needs doing, do it straight away and DON'T assume that a current MoT means that the car is safe.

When I was restoring the car I did all the welding with a MIG welder. I did not have a fire extinguisher in the early days. Now, as any self respecting boy scout should know, well seasoned ash burns beautifully with lots of flame. The coach built body of our cars have a considerable quantity of nicely seasoned ash in the wooden framework that supports the body panels. Arc welding usually involves melting the metal and is thus quite hot. Once one has started the fire behind the panel it can be amazingly difficult to get behind the said panel in order to apply water to the rapidly combusting ash frame. Lesson number 4: if using heat then have a good quality carbon dioxide and water fire extinguishers to hand at all times, also a supply of suitable wood to replace that rotten easily combustible frame.

Before I undertook the full restoration of the car I had to do some repairs to the metal just below the windscreen that had rotted due to water ingress from leaky gutters. Having sorted out the metal it was time to respray that area. For cellulose paints one often uses a self etching primer that keys really well to bare steel. Sadly I had run out of this and rather than waiting and ordering some more, I decided to use another primer from a company that claimed that their primer can be used for any type of paint. I applied some of this to the whole of the area and, when dry, followed it by the normal grey primer filler cellulose paint. As some of you may know, cellulose paint is noted for very fast drying times, just a few minutes for touch dry. Some hours later, in this instance the cellulose primer was still very soft if not fluid. The lesson? When you know that what you are about to do or use is not correct then STOP. Be patient and do the job properly with the correct materials. Cleaning up my paint mess was a task that was not in the least bit humorous.



There have been quite a lot of mistakes that I have made over the years, not only with the Triumph. The most important lesson to learn is to ensure that one has the ability to analyse what needs to be done to undertake a job in a safe and satisfactory manner. One may make a mistake which can be very frustrating, cause delays and be expensive. If this happens, learn from that mistake and try not to repeat it. If in doubt about how to proceed, ask. There are many questions asked on social media such as the Facebook Group

that relates to our cars and the Club's WhatsApp Group. The problem with these is, perhaps, that there are many superstitions about what is the best or correct way to deal with issues. Sometimes the opinions offered are somewhat wide of the mark. Be careful.

As is always stated in the Globe, make sure that you have the skills to do the work so that what you have done to the car does not compromise its safety. Remember that any vehicle, even a bicycle can be dangerous for not only the user but others as well. If you hurt yourself, well, get over it. If you hurt somebody else or kill them… **Bob Hobbs, March 2026**

PLUS from Mike Sampson:

I have had a couple of visits from an auto electrician who specialises in vintage and classic car electrics and he has made a big difference in enhancing the reliability of the system in my car. While he has been working through things he has discovered a few horrors which have been close to failure, and yesterday he found another which was waiting to catch me out.

The car was changed to negative earth a few years ago when I had an electronic distributor fitted, unbeknown to me the garage didn't change the terminal connectors around so the former positive connector was now sited over the negative post on the battery. As the negative post is a slightly smaller diameter the bolt has to be tightened a little more and over time this has caused a fracture in the connector as shown in the photos. This wasn't visible until the connector was undone and could have resulted in intermittent electrical power loss on a journey and might have been very difficult to spot, as the terminal connection appeared to be tight.

It was a silly mistake for the sake of a two-minute job, and a part costing a couple of pounds at most. Thankfully it has been found and is now something less to go wrong. The electrician made the point that while we are happy to regularly service the mechanical aspects of our cars we seldom do an electrical service to check and clean connections and spot any issue lurking in the background.

The auto electrician is 'The Vintage Wireman' based in Chipping Norton:
The Vintage Wireman - vintage car electrical specialist - vintage car electrics restoration

Regards, Mike





A QUESTION FROM A MEMBER: THE CLOCK

Hi Roger, do you have anybody you know who repair the clocks in our cars, as mine stops after a few ticks? - Martin Doughty

This is a question we've looked at before, and the answer is not helpful, I'm afraid. The original Triumph clocks were not very robust, and it was not expected they'd be asked to last for 70+ years. They can be repaired, but they are extremely delicate inside and when repaired, it doesn't often last long. We don't know of any repairers we can recommend.

The solution most people have gone for is to find a suitable wrist-watch or commercially-available replacement of the right size, and rig it in behind the dash in the right place; OR set the dead clock at a suitable time and accept that it will be right twice a day. Alternatively, replace it with an ammeter, as fitted to the later TDCs. If Martin's still moves, however, he might be able to find someone who could take it on. It would be a rare achievement to have an original Razoredge clock still working, if that can be done.

COMING VERY SOON: DRIVE-IT-DAY – apply for your fund-raising car plaque here:



CLUB TORQUE, the magazine of Club Triumph, has a bumper edition of its magazine this month with extensive coverage of last year's Round Britain Reliability Run. This organisation also hosts large numbers of events around the country, and it's well worth while buying an occasional copy of the magazine, or visiting the website at https://www.clubtriumph.co.uk/, to help your planning of events for the year. Because of their advantages of size, they can offer things – road runs, residential trips, navigation challenges, international tours and local regional events – which TROC cannot. The most imminent of these is the Historic Counties Run on April 11th-12th; they are also the organisers of the Three Counties Showground event in mid-August, at which we hope to have a Razoredge presence.

ANOTHER POSSIBLE REGIONAL MEETING: SOUTH-EAST

The organisers of the **Bromley Pageant** (a large show which last year for the first time moved to the South of England Showground, at Ardingly, Sussex) have written to us, inviting us to take part.

BROMLEY PAGEANT OF MOTORING

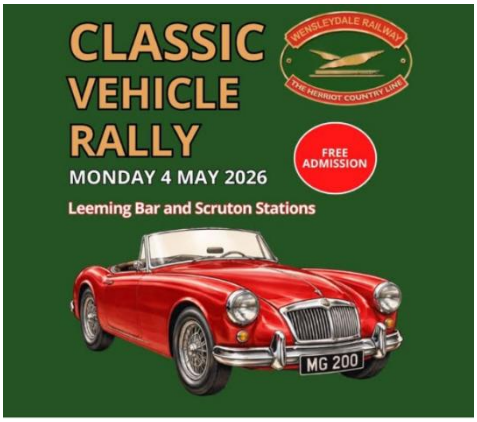
ALL the entry access gates will be in use, and they've moved the date by a week so they won't clash with the traffic for the Classic Bike Show. There is camping available. There were the usual autojumble and trade stands. **Might you be interested in attending?** Gordon Phillips has booked us a Club stand, and the link to book tickets is: https://www.eventbrite.co.uk/e/bromley-pageant-of-motoring-clubs-tickets-1946322114839?aff=oddtdtcreator and our Club access code is **TRiumPHRAZEd26** .

One small disadvantage: the new date is Sunday July 19th – one weekend after our Club rally. If you have to choose one or the other, please go for Avoncroft on the 12th!

TROC is looking to increase the numbers of smaller local events which will act as a local hub for Razoredges, especially in those areas of the country which are too far from our usual central-England National rallies. One is suggested above, for the south-east; and on the Whats-On guide you'll find reference to the Weston-Super-Mare pageant which is already well-established for a group meeting in the Bristol and West area. Can we go for a good event in Cheshire? Durham? East Anglia / Cambridge / Peterborough? Where else? ***This could also apply overseas:*** we have clusters of cars in Belgium / Netherlands, or in Switzerland, in Brisbane or Victoria / South Australia; or around Whanganui / Palmerston in North Island New Zealand. Can you suggest a good meeting which could become a hub?

Wensleydale Railway

Step back in time and enjoy a day of vintage fun on Monday 4 May! In conjunction with the Yorkshire Dales Classic Car Club, we're pleased to announce plans to hold our first classic vehicle rally.



Enjoy vintage vehicles on display at Leeming Bar and Scruton stations, live music, food & drink, and trains running between Scruton, Leeming Bar, Bedale and Leyburn all day!

Take the train between stations, visit all the displays and join us for a perfect nostalgic day out for all ages!

🗓️Monday 4 May

🕰️10am to 4pm

📍Leeming Bar and Scruton Stations

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.

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.

Sunday 26th April	**Drive-It-Day 2026.** Shall we nominate a dozen meeting-points around the country and see how many Razoredges can meet up? Or just do our own thing? Use the Facebook or WhatsApp pages to co-ordinate.
Monday 4th May	**Wensleydale Railway Day with classic cars –** Leeming Bar and Scruton stations, 10am to 4pm.
Sunday 31st May	**Pre-1940 Triumph Motor Club** host a picnic for all Standards and Triumphs at the Woodland Grange Hotel, Leamington Spa – always good!
Sunday 12th July	**TROC National Rally, Avoncroft Historic Building Museum,** with the Mayflower club; and possibly with the Mayflower prototype seen on our December cover, in attendance. Let's keep the momentum of 2025 going!
Sunday 19th July	**Bromley Pageant of Motoring,** South of England Showground at Ardingly, Sussex. Two or three Razoredges will be present: will you join us? Email **bromleypageant@a-me.co.uk or phone 073575 554 420 quoting our access code which is** TRiumPHRAZEd26 .
14th-16th August	**A very likely candidate for a TROC late summer meeting will be the Standard-Triumph Inter-Club gathering at the Three Counties Showground, Malvern. More about this in future editions. 14th – 16th August – book the date? PLEASE LET THE EDITOR KNOW IF YOU'RE PLANNING TO GO.**

Is YOUR favourte 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 .*

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.

On Fb Marketplace:
https://www.facebook.com/marketp... 0803263352967/?rdid=9RXhQQLcNGuHMdKs&share_url=https%3A%2F%2Fw... .com%2Fshare%2F1HrZAfQMNy%2F

SORRY – NOW SOLD

1948 TD, long stored ... enquired for commission number, £2,995 – 13/2/26 Hayling Island, Hants.

IN GERMANY, MUST SELL SOON – LOSING STORAGE SPACE – HISTORIC CAR
This message from Rafael Roscher, in central Germany: "I wish you a Merry Christmas and a Happy New Year. I have to clear out my garage by July 2026. Do you know anyone who might want to buy my Triumph 1800? Unfortunately, I no longer have room for so many vehicles." - Rafael Roscher.
So: **FOR SALE, IN EXCELLENT CONDITION:** The car below. It is **TD 2**, the second production Razoredge ever built. We have alerted our correspondents in Germany and Switzerland to enquire if they can think of any likely buyers.







We understand Herr Roscher is hoping for around €23,000 (£20,000) for this remarkable car, but he may be open to negotiation. Contact the Editor for further details, or email roscher@mail.de .

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.

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.

BARN FIND IN LINCOLNSHIRE: on the Facebook Group, Francine Franks has been describing her father-in-law's car, NPP 859, TDB 3029 DL, engine number TDB 3039E (so, original) – first registered in Buckinghamshire in 1950, apparently with one owner right through to when it was last taxed in 1966. The storage looks dry, and the car looks complete; if all that is true, this car could be a very good candidate for a gentle re-awakening to unrestored originality.





FOR SALE, RECENTLY 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 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 this. 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.

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. ***Ah – now also advertised on eBay, and this time it refers to having "a 1970s Triumph engine" – so perhaps it's had a complete engine and automatic gearbox transplant. Asking £3,500 on eBay.*** It's a mess inside: floorboards missing, wires hanging from the dash, and a tube leading into a gallon container from under the dash where it is clearly dribbling some sort of fluid.



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.

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, diesn't turns easily. Price €6.000,- , car is in 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).

FOR SALE: A fine very late 1954 TDC in Essex. *Surely this has to be a bargain!!*



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~~…

£13,500

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.

ALSO: PARTS FOR SALE: since Andy Kemp is selling his late, excellent-condition TDC (above) and 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:

TDC cylinder head number MC20612-300440 has been welded, and runs on unleaded.£250,
Rear side shaped glass in chrome surround 2x pass, 1xdrivers, £10 each, also various glass lenses,
Green instruction manual TDC 1950 2 litre £40,
Grey instruction manual 2 litre 1951/2/3/4 £40,
Standard Vanguard service manual 1949-52(Australian) £30,
Service instruction manual Renown TDB,TDC,LIMO,1800 & TDA models (light blue colour)£50,
Maroon hardback, '52 Standard Vanguard 1&2 plus Renown £45,
Parts book 500451 £50, Lucas equipment parts standard &triumph 1954 £15, also 1956 £15,

gear change selector £10,
Dunlop super taxi tyre 5.75x16 £20,
inner boot flipper gasket £20,
wiper motor with stalks £15,

Chrome radiator shroud (small dent) £120,
rear glass screen £25,
Aluminium boot lid cover £10,

master cylinder, needs repair kit £40,

2xTDB inner wings £35,
2 x chrome front grilles £45 each,

starting handle locator £10,
Lucas clear spotlight £20,
4xhubcaps (need chroming)£40,
side passenger door glass TDB £10

All plus p&p. Contact Andy on 07983 879 424. He is based in Essex.

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

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, 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.



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: 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.





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.

FOR SALE: In Australia Allan and Dena Pigdon are giving up their attempted restoration of TDB 4435 DL. It needs extensive work. Contact the editor for details.

FOR SALE 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.
It is also advertised in *Car and Classic.*





This is TD 2 DL, second ever production Razoredge.

Owner must sell, needs the space.



















← £4,500

And more, including one for free… see inside.