THE GLOBE

VOL 52 NO 2 JUNE 2026



What's missing from this idyllic summer scene?

You, me, a couple of dozen good friends,
and a score of Razoredges and Mayflowers.

We aim to put that right on the twelfth of July.

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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.

****** THE PASSWORD TO THE MEMBERS' AREA ON OUR WEBSITE IS ******

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,

Are you sitting comfortably? We begin this edition with a major investigation of our car seats, and what can be done to keep them in good condition; that begins overleaf.

Membership: many thanks to the good majority of members, who paid their subs during May, the renewal month. From here, what we normally do is enclose a further final reminder with this June ***Globe***, but after that you are a lapsed member and will need to re-join. If in doubt, please ermail me to check. We'd hate to lose you!

THE CALENDAR PHOTO CHALLENGE IS OPEN AGAIN – as we move into midsummer, 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. ***A world-wide challenge!***

The **NEC** have just confirmed that we have a Razoredge/Mayflower stand for the big **Classic Car Show** this November. This is a HUGE event – there's nothing quite like it – and one day is hardly enough to get round all the exhibits in the five enormous exhibition halls (we are in Hall 4). **Stephen Smith** is organising the Razoredge/Mayflower stand, as last year, and the Club discount code is **CCTRRAZN6** – please use this, because it saves you money and it is also credited to the Club as a sale we have encouraged. The day is not cheap, and their parking fees are very steep, but it's the sort of event everybody has to do at least once. See the poster in our '**What's On**' pages. You can save yourself the cost of parking if you go a suitable railway station and let the train take the strain; the NEC station is right alongside the exhibition halls.

LAST BUT NOT LEAST: THE CLUB RALLY AT AVONCROFT IS ON JULY 12TH. Do not miss out on this chance to get together with the maximum number of Club members, show your car, and consult our retired technical guru Bob Hobbs. See details of the day on page 41.

Sad footnote: we hear The Fox at Barrington, where several of us enjoyed the hospitality and an excellent meal before the rally last August, has gone into receivership If you need an extra excuse for having a meal out or popping into your local – there it is! Use it, or lose it.

REMINDER: THE PASSWORD TO THE MEMBERS' AREA OF OUR WEBSITE IS ***accessplease*** .

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:

1346 Norbert Wicht, of Villars-sur-Glane in Switzerland, who has purchased "the Swiss Limousine" well-known to the Club for many years, TDC 2082 LIM, seen on the cover of the October 2013 ***Globe***.

1347 Gareth Gibson, of Orrell, Wigan, who has XXS 743, a fine TD 3251 DL,

1348 Gorazd Sifrer, of Maribor in Slovenia, who has YHX 420, a TDC. Readers may be familiar with Gorazd's Razoredge, because it was one of the cars of the month in our 2023 calendar.

1349 Mark Swain, in France, who has purchased the unusual red-and-gold TDB advertised in the last Globe, and previously for sale in the Netherlands, possibly via India.

Our cover pictures for this issue:

Front – The pleasant grounds of Avoncroft, soon to be augmented by a display of magnificent Razoredges and Mayflowers. See page 41.

Back – The Standard-Triumph Picnic at Woodland Grange, May 31st, see page 39.

UPHOLSTERY: ARCANE TOOLS AND THE CARE OF LEATHER

My own TDC, SHN 928, TDC 1900 DL, is one of the finest in the Club, in tip-top and very original condition. This is little credit to me, but to Stewart Langton, a founder-member of the Club, who had purchased it in 1973 and attended every Club rally in it until 1991 when he had to switch to using his modern, in order to transport spares and Rally equipment. By the early 2000s he decided it was starting to show its age and needed 'a little tidying up' and – many of us know this experience – that turned into a complete refurbishment of the car. The only thing that did not need doing was the seating; the leather had been well cared-for, and the seats were simply removed whilst the rest of the work was done, and returned to the car afterwards.

By 2025 therefore those very original seats, after 72 years of use, were beginning to require some work. There were no tears or splits in the leather itself, but the stitching of the panels in the driver's seat was giving way in places and the action of the sun's ultra-violet rays had baked the original blue-dyed leather to brown in small exposed patches. The padding and foam under the seat was tired and sagging, and this meant that the leather panels of the seat were under increased strain, lacking the proper support, and encouraging some of the stitching to give way. I had the initial split stitching temporarily repaired by an upholsterer, which solved the immediate problem, but she said the whole front seat would last longer in good condition if the padding and springs underneath were refreshed.



We therefore undertook this work in April this year. Removing the front seat is a little tricky: after undoing the bolts which hold the seat in place, the seat-slider mechanism has a release cable which has to be unclipped from the seat base. It's fiddly, but can be done once you see how it goes; but in the process, take care not to bend the protruding bolts on which the seat is mounted: they will not take the weight of the seat resting on them, and it's even possible to bend them when lifting the seat out. The seat is a heavy great lump, is back-heavy, and has to be manoeuvred out through the passenger door with care: it needs two strong people to do this safely.





In our case, we also had the foot-rests to deal with. Not all of our cars have these optional extras. One effect they have is that it's impossible to rest the seat down on its frame, so have a blanket ready on which to lie the seat back whilst removing the foot-rest boards from the hinges. When replacing the seat into the car after the work



is done, it's easiest to replace the seat without the footrests, and screw them back on later, but you'll need a very short 'stubby' screwdriver, and you're working blind, groping under the seat from the rear footwell. Did you label the footrests, to be sure which is nearside and offside?



Thus began the preparation of the work on the seat.

The shaped metal rail seen on the worktable just in front of the seat is what holds the edge of the cover down, and has a wooden insert, so that the lower edge of the seat vinyl can fold around, under, and then be tacked to the wood insert.



Opening up the seat, and right, the tiny tacks which fasten the front cover to the wood insert. We also found a button and a 50-year-old entrance ticket for the Cotswold Wildlife Park.



It's a level of complexity which seems astounding today, but we must not forget that the idea of 'coachbuilt' car bodies was very recent history in 1946. When car ownership was the preserve of landed gentry, it would be entirely expected that hundreds of hours of very skilled craftsmen's time would go into the making the bodywork, dashboard and seats. Our Razoredges, with their chassis, ash frame and individually-fixed panels, still echoed the old ways; and that is why they had priced themselves out of the mass car market by 1954.

Emma Gosman, the upholsterer, said "So many layers! Some would be tempted to remove all these and replace it." The brown scribble is horsehair, intended to give the front of the seat a little more support at the corner. We agreed a compromise: to retain as much of the old material as possible, whilst replacing the foam which had lost its resilience and become more like marshmallow.



There are actually two layers of metal springs: the heavy coils, which are the very bottom layer – see the pictures on the previous page – and these softer loose spirals.

The frayed hessian which had covered these needed to be replaced. "I created a firmer fully stitched sprung 'mattress' then added foam and the stiff white padding and put the seat back on. I just needed to fix it back down to the rail.





Frayed hessian, and sewing the cover onto the 'mattress' with waxed twine.





"The individual panels of the leather seat cover I backed with cotton, which I decided would be kinder and more flexible than the first leather idea, and I then re-stuffed each "flute" and backed it with a non-woven black fabric called fibretex which I whipped down, as a belt-and-braces approach. This was then glued down onto the white wadding , foam and mattress. Everything on top is looking EXACTLY as it was (minus the open seams which I have stitched closed). I undid the entire front seam and saddle stitched it all closed, because both sides had broken open (one which I had previously repaired) so I thought it best to give it all new stitching."



The total work seen here represents about 17 hours of workshop time.

The rear seats fortunately are much more straightforward to remove and replace: the seat lifts straight out, and the backrest needs a couple of screw undoing and then lifts out. On most cars these will not need doing, since they get much less wear and tear than the front seats and are less affected by sunlight, save for the top edge of the backrest.



Left, fastening in the ‘mattress’ with twine; and right, a reinforced corner to protect the seat cover against wear on the internal steel frame.





Job done, and it looks exactly the same as before we started. It feels a little firmer to sit upon, but I have now tried a longer run and it is just as comfortable as before.

Emma recommends Leather Honey, lightly wiped over the leather every six months, to maintain the leather in well-fed supple condition. My backrest does also have some places, especially where sun-damaged, where the leather’s outer surface is cracked and breaking down. For those she used a Leather Bonder, a water-based adhesive and sealant, almost invisible in use but just helping the leather resist the strain of use which might otherwise cause it to split.

Note: the Club does not recommend any specific product, repairer or manufacturer – we are only sharing the experiences of members. You are welcome to draw your own conclusions, and if that's of some use, jolly good.

Whilst watching the progress of the seat repairs and discussing what to preserve and what to replace, I couldn't help but notice the fascinating tools and equipment in Emma's workshop. There is a huge wealth of history in old tools, redolent with craftmanship and skills, many now sadly lost. A sample of Emma's is shown below. If members are interested, we would be happy to include a 'guess what this was for' spot regularly in the ***Globe***.



Twine and beeswax, for heavy hand-stitching with a curved needle.



A hide mallet: the head is weighted, but made of rolled leather, so that the impact is softened.



Right: the curved gripping jaws enable leather to be pulled around a frame. It's actually a bootmaker's tool, but its uses for Emma are obvious.



Left: a staple-remover. Today fabric or leather is usually fastened to a wooden frame with a staple-gun, but the use of small tacks is what convinces Emma that this seat cover had not been removed from this car since its manufacture in 1953.



Emma's two Seiko STW 8B heavy-duty sewing machines, both dating from about 1956. They are known as 'walking foot' machines because of the movement of the sewing foot, made necessary by the thickness of the materials – canvas, hessian, leather – and are identical copies of the Singer version; when she needs spare parts, she can use the Singer equivalent, and they are still stocked today.

The huge electric motor on the nearer machine betrays its age: today nothing so bulky would be needed. This is a clutched machine, so that when it is switched on the motor spins up, and to sew you draw power through the clutch control. On the other, that mechanism has been replaced with a modern electric variable speed motor, giving much better control for slow working.

Find Emma Gosman on Facebook, '**Upholstery et al**.'

FROM OUR COLLEAGUES AT THE PNTMC:



Most peculiar: a 1933 Morris 10 at a recent Bicester Motion event. This Morris 10 had rather ungainly traffic-light indicators mounted on either side of the windscreen pillar. The idea was that, if the driver turned left, a red light appeared on the near side and a green light on the offside — and vice versa for a right turn. Displayed front and rear, they were presumably intended to show other road users which side it was safe to overtake???

Thank goodness THAT didn't catch on.

BEWARE OF THE AI

The fashionable thing is to provide AI (artificial Intelligence) support just about everywhere. For some tasks, they can be very useful: for example, they are very good at summarising pages of information, or the discussions in a meeting. However, they have to be treated with caution, because – as has been pointed out before in the ***Globe*** – they can make mistakes. They are eager to please and sometimes they just make it up.

Here's an example. For the article in the April edition on the firm now owning last Standard-Triumph building in Coventry going into receivership, I wanted a map of Coventry showing all the principal Standard Triumph factories. Since I couldn't find anything suitable on the internet – and anyway it would probably have been copyright – I asked my usual AI to create one, and this is what it produced:



It's rubbish. At first glance it looks good, bit it's just a well-meaning figment of the electronic imagination. Everything is in the wrong place.

For this reason, we shall NOT be adding AI technical advice to the website. Especially where information is scarce, "hallucination" is a real possibility, and could be very dangerous. Would you like to follow the AI's description of how to adjust your brakes or steering?

MY UNCLE'S OTHER CAR IS…



Pretty intimidating, actually. We often describe our Razoredges as having 'big chrome headlamps' – but you can't say that in this company. I think our member Tagore Grey's fog and spot lights are bigger than the one on the Rolls, but apart from that… OK, bro, you win. The Rolls is a 1935 survivor, and has completed a gruelling 3,000-mile trip across India, about which a film has been made, HERE. Directed by Sharon Stone, and well worth a look. Tagore's car is TDC 889 DL.



BUT: the Rolls on the right is the one most similar to our cars. It is a 1952 Silver Dawn 'big bore, small boot' saloon, this one currently on sale for £32,500.

However – it's not only that it is three times the asking price of our Razoredges. It is also a bit bigger (parking spaces?), more ostentatious, far more expensive to maintain, and could you leave it in a supermarket car-park for twenty minutes without worrying? I think I'll stay with what I have.

OUT AND ABOUT:

Whilst we are hob-nobbing with our richer Razoredge brethren, here is Gordon Phillips in KON 928, TDB 1827 DL with a very handsome 1935 Bentley 3½ litre. (But if you're going to have white-wall tyres, shouldn't they be cream to match the bodywork? Perhaps.) Seen here at Eastbourne, May 2nd.









"Roger, Good morning.

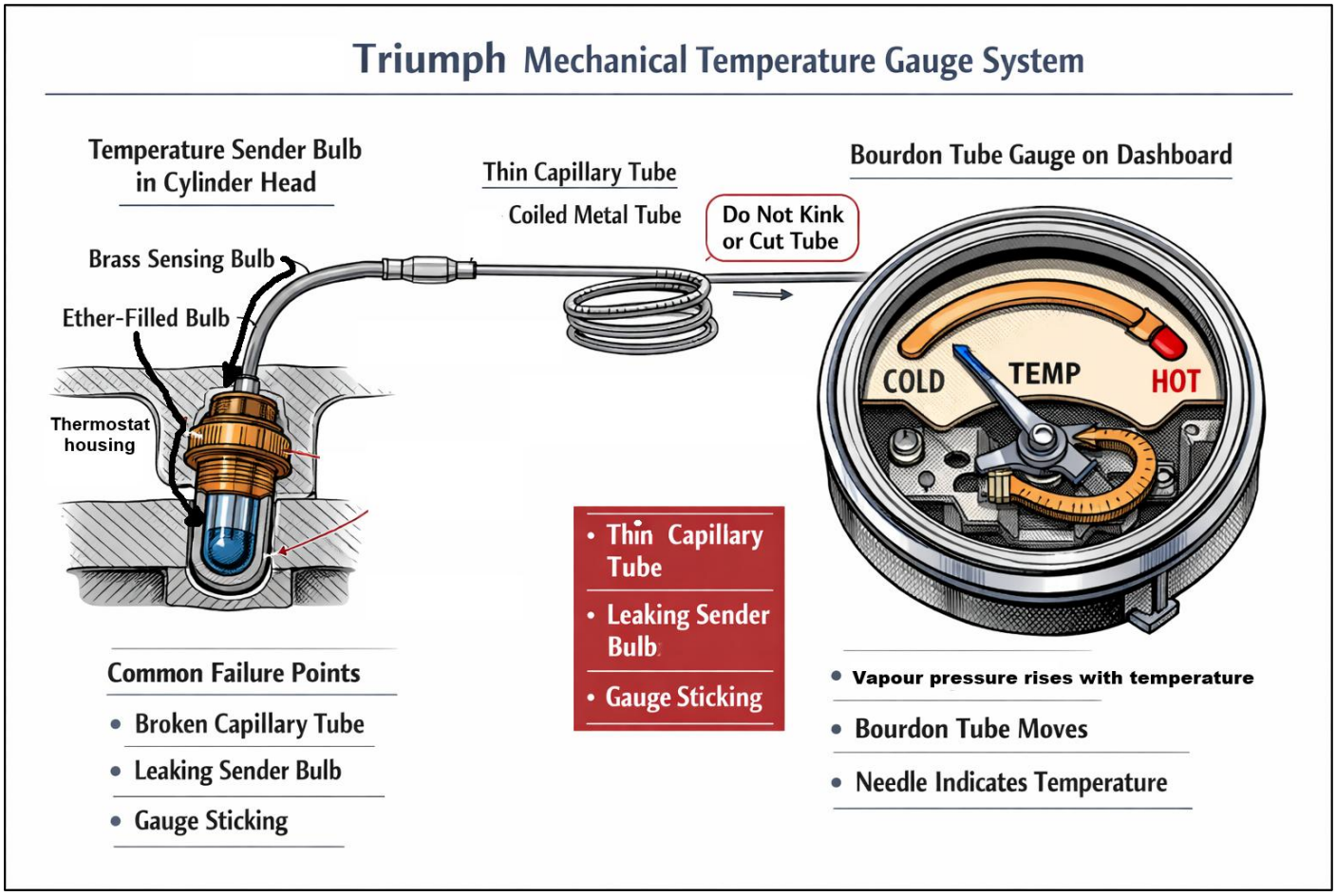
We had a great day out last Sunday with ERP 183. The weather was perfect for a drive around the rural roads of Lincolnshire. We started off with a visit to the local Autojumble which had reserved an area for displaying classic cars. Even at 0900hrs, there were about 50 different cars. We then took a long drive around the back roads, hardly seeing any other cars, let alone classics. We called in at the Bubblecar Museum at New York, the real one. The local MG Car Club were holding an event there which added to the variety of cars. A cup of tea and a slice of cake fortified us for more rural rambling. A good day like Sunday reminds me that old cars really are meant to be taken out and driven." – Colin Copcutt

We are glad Colin had a good time on his outing: and as he says, the simple pleasure of a trundle through the countryside, a visit to a place of interest and a cup of tea and slice of cake - perfect. And, frankly, a Razoredge is a better car for such activities than any TR or Roadster, in my humble opinion.

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TECHNICAL: THE TEMPERATURE GAUGE, AND CHASSIS ROT

We have had queries about problems with the temperature gauge. The coolant temperature sensing system in the Razoredge is a strange contraption, which works accurately and reliably for years... *provided* it is not damaged, disturbed or broken. It runs from a bullet-shaped insert which screws into the top of the engine where the hot coolant is being returned to the radiator, via a thin tube protected by a coiled wire, which has a couple of coils of slack in it to absorb the contrast between the vibrating engine and the fixed structure of the car body; it then passes through the scuttle bulkhead via a rubber grommet, and disappears up behind the instrument panel into the temperature gauge. The gauge is actually recording the vapour pressure in the tube, which is determined by the temperature of the fluid in the bulb.

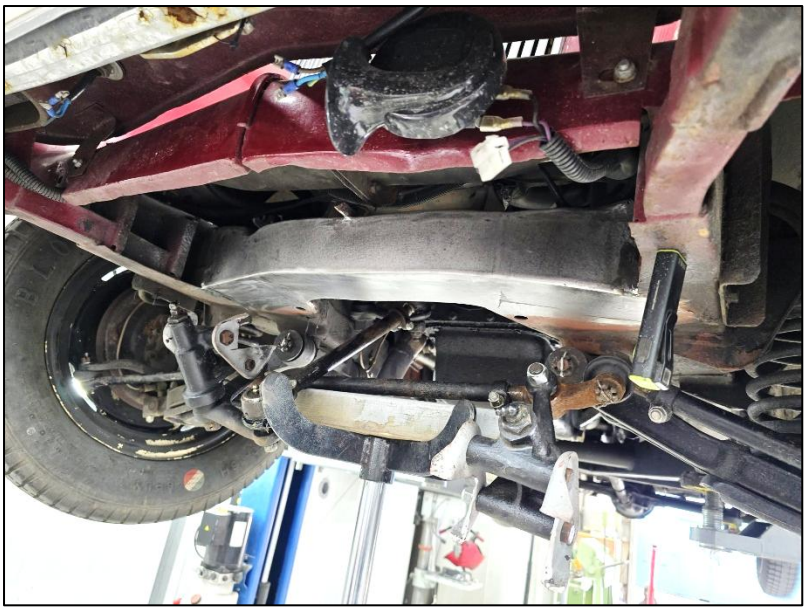


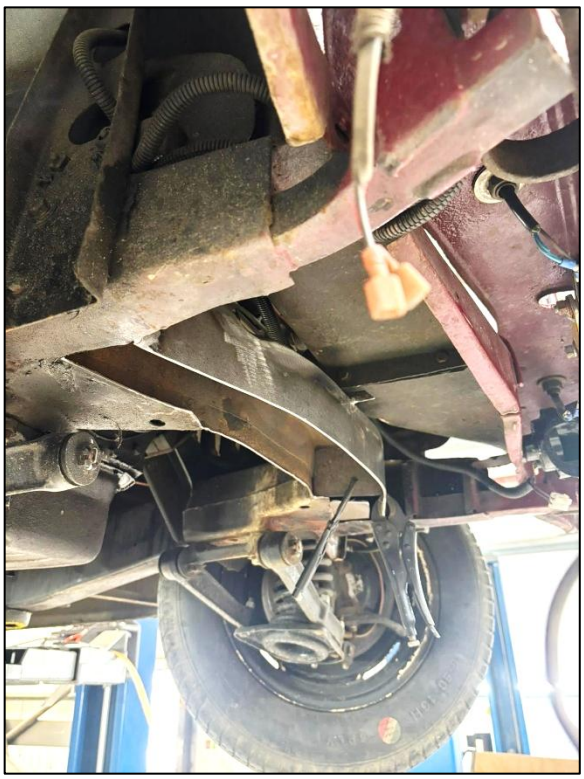
In answer to the query about a broken system, Bob Hobbs wrote:

> "If you mean the temperature gauge then that is not easy. The tube is fragile and if not supported correctly, breaks. It needs to be replaced for the whole length with the same size steel tube. Once it has been replaced then inside the gauge body is a place where the tube goes in which can be opened by unsoldering, and then the fun begins. You need pure ether for the filling. The sensor bulb has to be warmed and cooled several times to draw the ether in to the bulb and nearly fill it. The access point is then sealed and if there are no leaks in the tube or gauge it will function correctly again. The gauge is essentially a pressure gauge that measures the vapour pressure of the ether as the bulb is heated up. I have done this method many years ago but it is not easy. Look on the internet for instrument restorers. The one that I used to use for the club is said to be refusing to do private individual work now so I don't know who else might do it."

Contact Paul Collard and see if Club spares can help.

Graham Jacobs has had his front cross-member on the chassis completely rebuilt by welding, and has shared these very good pictures of the repair. Being exposed to road spray and muck, the front cross-member is a notorious weak-spot on our cars, Bob Hobbs says. "Generally speaking the cross member was the first part of chassis to fail. The other bad area was around the area where the front suspension is mounted."





Above, part-done, and left, completed.

LOOKING UP: ENCOURAGING REPORTS

One of the best parts of editing the ***Globe*** is hearing about the progress members are making with the maintenance and restoration of their Razoredges. We get plenty of tales of woe, because any classic now over fifty years beyond its expected life is going to present problems; but hearing about positive progress is the counterbalance. The report below is from Paul and Janet Ballard in New South Wales, Australia, who acquired TDB 3884 DL in 2004 *[coincidentally the same year I found my original TDB, which now languishes on SORN… One day. Stop feeling guilty. Ed.]*. After twenty years of use it reached that point where major work was needed, in this case an engine rebuild, and one thing ALWAYS leads to a few others. The Ballards were one of the visits made by our Australia correspondent Tony Allen in his remarkable 4,000-mile tour around the Razoredges in 2023, reported in October ***Globe*** of that year. That account is quite fascinating, and it can be found in the new ***Best Globe Articles*** page on our website, www.TROCltd.co.uk , which will be accumulating several other top stories in the near future.

When Tony visited Paul Ballard he found an eight-car shed with several other notable vehicles, so we should be grateful that Paul has found time for the Razoredge, competing with the likes of a 1964 Vanguard sedan and a 1926 boat-tail Citroen. Paul writes:

> "It seems to have been a Very Long Story with TDB 3890E, but perhaps completion is getting a little closer – in between all the other jobs around the house, shed, town and beyond (it could be said that I have too many interests and commitments …).

[Note that this is the engine number, signified by the 'E' suffix. If the suffix is a 'V' then your engine has been replaced at some point with a Vanguard one, which was a fairly common occurrence. The engine number rarely matches the chassis number exactly, but if it is somewhere close, as in this case, then that's the original engine the car was built with. – Ed.]

> "Anyhow, the overdrive gearbox is now fitted and the interior reassembled (apart from planting the seat on its bolts, which can't be done single-handed). The "new" (rebuilt) engine has been installed – after a little 'glitch' relating to the fitting of a TR cylinder head – and is to be water tested shortly; following which the

valve gear and other ancillaries will be completed, and everything else might "fall into place" over the coming weeks (or more – but I do need to clear my hoist, please …).

One of the issues that has arisen many times has been the acquisition of suitable parts. Australia is a Big Country – yes, I was able to find somebody with a spare Phase III Vanguard Head – and who was, believe it or not, looking for an early TR Head (!); but that involve a round trip of almost 450km to swap them over – not quite Land's End to John o'Groats, but still a very full afternoon!

While still on the subject of parts, I have encountered the delight of Standard-Triumph changing part numbers mid-stream. Needed a couple of new rubber plugs for the Transmission Tunnel. Book says CD 24866. No such thing! Eventually discovered that all of the "Alpha-Numeric" part numbers had been changed (mid-fifties?) to Full Numeric, and that all I needed was a couple of 605602s! (Of course, the fact that they are described as 2 ½ inch, which is neither the exact hole size nor the exact overall diameter, didn't help much either … .) Anyhow, *somewhere in the world* there must be a list of conversion data for all of the Alpha-Numerics to Full Digital. But where?

And so, I hope many of you are progressing quicker than I; and look forward to your restorations being "back on the road" even before mine is!

Regards, Paul Ballard

Plus: Chris Watson added on his renewal form, where it says "undergoing work" – a hand-written note 'nearly there!' We look forward to meeting TDB 4782, HRY 208, at rallies or events soon. I believe I remember meeting him and the car at Rockingham Castle in 2013, but I may be mistaken.

Plus: "Hi Paul, the parts arrived today; they even could have yesterday if I hadn't delayed the payment of customs and VAT by some hours. It's all been photographed now and brought over to the mechanics. They are both over the moon, the parts are so good!!!

Thank you very much for your support, what a club, and best wishes" – Bernhard Ruest (Switzerland).

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THE PRE-1940 TRIUMPH MOTOR CLUB PICNIC, MAY 31ST

Pre-1940 Triumph Motor Club Report – 58th Annual Rally & Picnic
Sunday 31st May – Woodland Grange Hotel, Leamington Spa

The Pre-1940 Triumph Motor Club (PNTMC) proudly hosted its 58th Annual Rally and Picnic on Sunday 31st May at the Woodland Grange Hotel, Leamington Spa. This year's event was made even more special by the welcome presence of fellow clubs from the **Standard Triumph Forum**, creating one of the most vibrant gatherings of pre-war and post-war Triumph and Standard vehicles seen in recent years.

A superb line-up of **26 pre-1940 Triumphs** and **more than 50 club members** formed the heart of the event, extending a warm and enthusiastic welcome to **nearly 300 visiting cars** representing the Triumph, Standard, and Standard-Triumph marques. Owners, drivers, families, and enthusiasts enjoyed a relaxed and friendly day celebrating these cherished and historically significant motor cars.



The atmosphere was further enriched by the **Royal Leamington Spa Brass Band**, who provided musical entertainment throughout the extended lunchtime picnics. Their varied programme added a festive note to the occasion and was enjoyed by visitors of all ages.

The PNTMC extends sincere thanks to all who attended, supported, and contributed to this year's rally. The club continues its mission to preserve, enjoy, and promote the legacy of pre-war Triumph motor cars, and looks forward to welcoming members and friends again next year.

That report was from Dave Webster, the PNTMC editor, and gives some idea of the success and scale of the meeting – as seen on our back cover. The row of cars seen above is just part of the pre-1940 club line, which has a fascinating diversity. Attendance was well up on last year's heatwave-affected numbers.



1939 Dolomite Roadster with 'waterfall' grille



1935 Gloria, £298 new



"Blue Horizon" 1934



1934 Standard 10, one family from new, 3 owners

There were also 300 other Triumphs, in clusters of all kinds, including the Razoredges of your Chairman and your Editor. I had considerable technical problems of the "failed to proceed" kind on the way up, and the solutions we hope we have successfully implemented – with thanks to Chris Blackman (adjusting brake travel) and Nigel Maude of the Roadster Club (adjusting timing and the idler jet) will be described in the next Globe.

THE THINGS WE DO TO SHOW OFF OUR OLD CARS: RALLY PREP 2025

By Martin Doughty

For several weeks I had been putting in a mammoth effort to get RKA 910 ready for the 50th Anniversary of the club . All plans for the weekend were in place, Doug and Debbie Crook had very kindly offered us a bed for the weekend so we could join in with the pre show meal at the Fox Inn on the Saturday evening . All I had to do was get the car respectable . I reupholstered the boot and painted and fitted the boot lid, refitted all of the carpets and made a new under dash trim - including fitting a USB port for phone charging. As I had sorted the brakes and welding several weeks ago and the engine started well every time all that was left to do was polish and preen to get her looking as good as possible.

With a week to go road tests were next to iron out any wrinkles and snags . Up and down the road a few times she was great , apart from brakes not having yet bedded in . So on our first up to temperature run the off side rear brake seized on to such an extent the paint on the wheel started to melt . After splashing with water to cool I jacked up the rear and adjusted brake to get home . On inspection the shoes had picked up so badly I had to order new ones from TROC spares . I inspected and re cleaned all of the shoes and drums before next test run .

During the run the car was fine for about 5 miles , then started to misfire. I managed to limp home but the misfire was violent . This started a whole week of testing and failing to cure the issue . She started and ran perfectly on the drive but out on the road as she warmed up the missing started and built up to none running . For the rest of the week I spent many hours waiting for the engine to cool to get away again and lot's of attempts at a cure seemed to work only to fail again as she got hot .

On the Friday I stripped and inspected the petrol pump and finish refitting to the car at 10 pm when in and ate my tea . A Test run in morning would reveal if she was going to meet others of her kind or stay at home in disgrace while we drove the Beetle to the Cotswolds .

Saturday morning came and at 8:00 am I was on the road for 45 minutes I drove back and forth on the Herefordshire lanes with not a murmur of protest . So the game was on - load up and away! With suitcases and a boot full of tools and spares (of course) - oh and Penny my wife , we set off . Five miles was as far as we got away from our front door . We turned about and got back home after an hour on the side of the road spraying cooling water on the manifold and fuel pipe . Swapping suitcases into Beetle, we put the misbehaving lady back in the garage to think on her behaviour, and we set off again .



The final ignominy… .Sat waiting to be put back in the garage in shame.

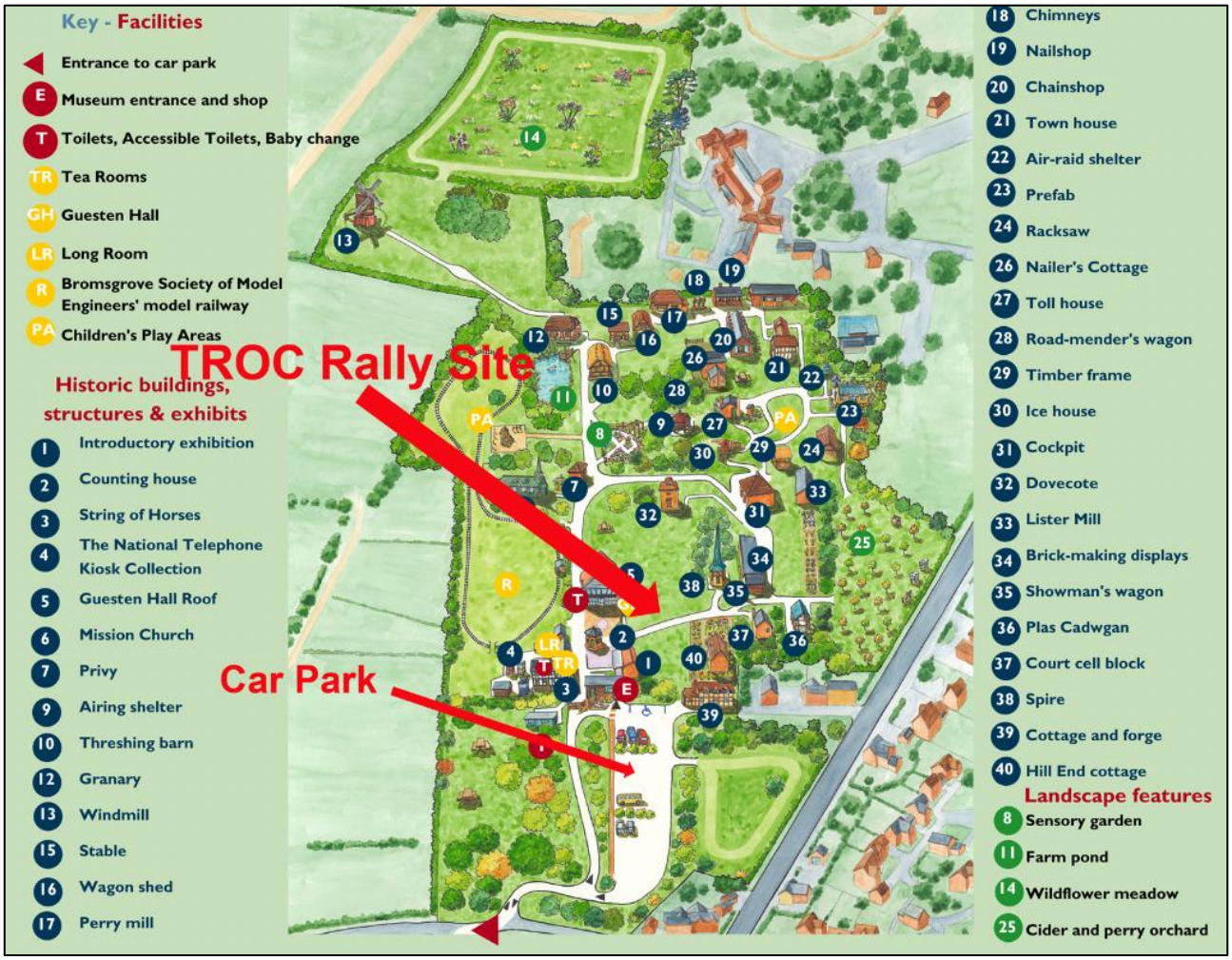
We took a picturesque winding trip down to Ampney Crucis where Doug and Debbie bade us welcome and a lovely weekend started . We had a catch up over a cup of tea and then changed to drive to the Fox for the meal . We had a fine meal, and it was nice to finally meet some of the other members to put faces to the names, so to speak . Sunday was a terrific day with 14 of our beautiful cars on display and an almost perfect Roadster to round off the lineup.

Martin Doughty

TROC CLUB RALLY 2026

B60 4JR works in the Sat Nav

Our rally at the Cotswold Wildlife Park, Burford, in July 2025 was, by general acclaim, just about perfect: a small convivial gathering of our family of Razoredges and friends, with good weather, convenient facilities, good refreshments and an interesting venue to visit to fill up any slack time. We are hoping that the Avoncroft Open-Air Museum will be just as successful in 2026: it is a delightfully similar site.



As you can see, the designated area for our cars is right at the heart of the site, and visitors entering from the public car park come right past us on their way into the museum. This is a lot better exposure than classic car gatherings get at many sites, where we tend to be allocated a chunk of field safely tucked out of the way.

Please note: revised times: the Museum asks us not to be on site before 11am (but we can wait in the public car park if early), and that we remain until 4pm. The entry price is £15 per adult, £7 under 17, and free for under 5s, and it is best to book in advance online, **HERE**.

There are roadworks in the area – where is free of these? – and members are advised to approach with caution and patience. The worst spot seems to be on the A38 in Bromsgrove, which is to the north; members might prefer to exit the M5 at Wychbold, to the south, and come up the A38 from there. If we have further information nearer the date it will be published on the website, Facebook and WhatsApp pages, but you may wish to check out AA Roadwatch, Google Maps, or your preferred traffic reporter, before setting off. **It is just off the A38 Redditch Road, and is well signposted from both directions.**

ADDED ATTRACTION: Bob Hobbs, our retired Technical Officer, aims to be present and will make himself available for consultation on technical topics for part of the afternoon.

Our usual selection of merchandise, including the very popular umbrellas, will be on sale. (Let's hope they are not needed on the day.) **WE HOPE TO SEE YOU THERE!**

WHAT'S ON: FORTHCOMING TROC 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 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 the August edition. 14th – 16th August – book the date? PLEASE LET THE EDITOR KNOW IF YOU'RE PLANNING TO GO,** so we can nominate which day. This is always a huge Triumph event, organised by the **TR Register** but open to all Triumphs and welcoming stands from 30 or more other Clubs. *We should have Razoredge representation here!*
12th – 13th September	**1940s Themed Weekend at the AVRO Air Heritage Museum, Stockport, Cheshire –** at least one Razoredge will be present. Why not dress up and contribute to the ambience of the moment? Or just come to watch and reminisce.
13th-15th November	**NEC Classic Car Show 2026 – Razoredge stand!** Book your tickets online and give our Club code **CCTRRAZN6** to save yourselves £4 per ticket AND credit the club with having attracted your attendance.

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 on gaz3418@live.com 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... 68003263352967/?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.

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.

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 .

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:
MG TDA 49 DL. Apart from the TDC Limousines, the TDA model is the rarest of 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.

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: 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: 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,

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,
4 x hubcaps (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 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, 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.*

TRIUMPH DOLOMITE CLUB