THE GLOBE

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Bob’s back!

TRIUMPH RAZOREDGE OWNERS’ CLUB LIMITED

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(Affiliated to the Federation of British Historic Vehicle Clubs)

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SPARE PARTS: Available to paid-up members only. 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 accessplease ******

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 is **email** 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.

EXTENDED EDITORIAL

Dear members,

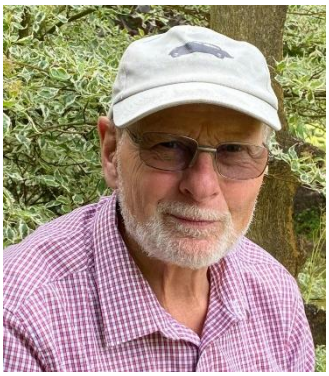
I don't know about you, but I feel somewhat betrayed by the temperatures this summer. As a child, I remember eagerly looking forward to hot sunny days, the sunnier the better, when you could get to the beach or out in the garden or (in my case) the surrounding farm fields, wearing as little as they'd let you get away with, and just enjoy being alive. In poor summers there wouldn't be too many days like that, and they were precious. Now? We look at the forecast and see yet ANOTHER heatwave coming, and it's too much: uncomfortably too hot, and too dry. It has spoilt the pleasure and value of summer sunshine. Worst of all, it's not good for Razoredges.

Enough moaning about the weather: **we have BIG club news.** Please take the time to read through this extended editorial section, because it has news which will affect all of us.

We have two new Committee members, PLUS – wait for it – !!!



Stephen Smith, of Durham, volunteered to organise and co-ordinate our NEC stand in our 50th anniversary year, 2025, and has taken it on again, being a glutton for punishment, in 2026. In order to do that, he has been attending our Zoom committee meetings, and in July he was co-opted onto the committee in his own right. He has a large stable of classics including his TDC, two Mayflowers, two VW Beetles, and other younger classics. He is very active at local events in the North, often with member Trevor Pybus: our Durham duo.



Our second new Committee member is **Doug Crook** of Gloucestershire, often seen in our 'Out and About' pages, frequently in the company of Chairman Chris Blackman and other local members like Phil Heycock, Paul Goodchild and others, in the Bristol/Somerset area (see p56). As well as being highly active and sociable, Doug is the custodian of no less than seven Razoredges, one of which is a runner in good condition. For the rest, they are rescued to save them going to scrap, and Doug also looks after some of the Club's large second-hand spares – axles, gearboxes, doors etc. We are hoping that in due course we may move more of the large spares to him, thus saving money by reducing our container rental costs.

Even better news: BOB HOBBS is back, available to members as Technical Consultant.

He is not returning to the Committee, having served as spares officer, membership secretary and in other roles for many years; he handed on the spares to Paul Collard and retired from all that with a sigh of relief in 2023. (There was an even louder sigh of relief from his wife Jill.) However, he has since been helping out on the WhatsApp group by replying to technical queries, and notes that there is a clear need within the Club for this sort of experienced guidance. (If you're not familiar with the WhatsApp Group, email our member **Gary Le Breuilly -– giving your smartphone number,** and he will sign you up.)

Bob noted that only fifty or so of our members are in that WhatsApp group, however, which restricts its usefulness. Experienced technical advice is increasingly in demand as it becomes harder to find garages with genuine mechanics (as opposed to mere fitters), and he was anxious that the knowledge gleaned from sixty-one years of Razoredge ownership and maintenance (plus 12 years helping his dad), 213,000 miles, a full restoration, and dealing with all manner of queries from members, should not be lost to the Club.

Therefore, at the 2026 Rally, he proposed to us that he would consider coming back in a consultancy role, receiving enquiries from members by email. He will then be able to respond by email or phone as appropriate, and the technical content can be relayed to Chris Blackman to be added to the growing library of technical guidance on the members' area of the website, and to the editor for inclusion in the ***Globe*** where appropriate. **Please note – despite our cover picture – he's not going to do the work for you!** Details of how it's going to work follow, overleaf.

/ Editorial notices continue overleaf

Editorial Notices continued: **We welcome new member:**

1350 Michael Seitz, in Germany, who has TDB 1462 DL.

Our cover pictures for this issue:

Front – TROC now has a much-needed **Technical Consultant** – see above and opposite. Here Bob is pointing out to Paul Collard problems with a seized piston dismantling OHP 101, TDC 1936 DL.

Back – Our 2026 Rally site, populated with a very fine collection of Razoredges. Full report on p54.

NEW MERCHANDISE



Recently turned up in a storage box: nine wooden jig-sawed creations proclaiming 'TRIUMPH RENOWN' with a silhouette of the car, as shown next to one of our 50th Anniversary mugs to give an idea of scale. It is actually 15¼ inches long (38.5cm), 1½ inches tall (4.8cm), ¾ inch thick (1.8cm). Two or three are painted, as shown, and the remainder are plain wood. It appears to be some kind of MDF composite material, so not suitable for outdoor use unless you varnish it VERY thoroughly.

We are making these available to members at just £10, plus £4 postage and packing. Contact the editor if you'd like one.

THE CALENDAR PHOTO CHALLENGE IS STILL OPEN – as we move into late summer, there are still opportunities for good photographs. Has your car been immortalised in a TROC calendar? Just keep an eye open for the right moment and location. We don't have many submissions yet, so anything you send will have a good chance of inclusion. ***A world-wide challenge!*** Our guidance is on p64.

The **NEC** have 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.

Finally, we round this edition off with three personal histories, each intertwining Razoredges and family history. When you have a quiet minute or three, I hope you will take the time to read through, and encounter the lives of **Graham Parker**, **John Cater**, and **Laurence Kington-Blair-Oliphant**. They are three men who have survived into quite advanced old age, are still going strong (or at least, as much so as can be expected at this age), and who have fond memories of the Razoredge experience, which they share with us. In your editor's humble opinion, this trio of stories is one of the most moving things we have ever published in the Globe.

Sadly, we then conclude this ***Globe*** with an obituary notice, for Phil Homer, stalwart of the Standard club.

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 in 2024… **Just don't, OK?**

OUR TECHNICAL CONSULTANT



If you (or a garage you're employing to work on your car) have technical issues, the following should be your route.

- **The Workshop Manual** (the correct one for your model!) is the first port of call. If you don't have one, it is available on our website in the members' area. (Password: **accessplease**)
- There is also an **Owner's Handbook** which is a good quick reference for tyre pressures, settings and adjustments, and the lubrication chart.
- The **TRIUMPH RAZOREDGE ENTHUSIASTS** group on **WhatsApp** frequently covers technical issues, including comments and guidance from Bob, but it's not easy to search and you cannot look up posts from before your own date of joining. This makes it a good place to chat and ask questions, or compare notes with other members, but it's not an effective reference library.
    - If you're not familiar with the WhatsApp Group, email our member **Gary Le Breuilly - – giving your smartphone number,** and he will sign you up. Recommended!
- The **Club Website Technical Area** is a collection of technical articles from the Globe, and guidance taken from the WhatsApp group which Chris Blackman, our Webmaster, has cut and pasted into a library. This is still under development, but it is well worth browsing through, even if you don't have particular issues at the moment, as a general education in things which do go wrong with Razoredges from time to time.
- **If after that you are still stumped: ask our expert, Bob Hobbs.** Bob has knowledge gleaned from 61 years of Razoredge ownership and maintenance over 213,000 miles, a complete every-last-nut-and-bolt restoration, and dealing with all manner of queries from members. In addition to the knowledge of the cars as originally manufactured, he has also come across most of the adaptations and substitutions commonly made, as original parts have become harder to find and as modern developments has offered improvements to the original technology – for example flashing indicators, radial tyres, converting to negative earth, electric booster fans, alternators, and electronic ignition, amongst others.
- **How do you do that?**
    - By email, please, to [contact Editor]**.** Include with your query a description of the problem, the commission number of the car, and a quick outline of anything you've already done. It may well be helpful to attach a photograph or two.
    - Bob may well need to phone you to ask for further information or discuss possible solutions. He has access to the Club's membership database.
    - He will also, usually, reply by email, copied to Chris Blackman and Roger Stone, so the information can be shared on the website and/or in the Globe, as appropriate. *Your own name or details won't be included in that.*
    - Bob aims to reply to you within a few days, but that depends on the number of queries coming in, whether any research is needed, and of course, on the demands of family life!

TROC would like to record its thanks to Bob for being prepared to continue to share this expertise.

TROC CLUB RALLY REVIEW 2026

We were a little anxious, during the run-up to the 2026 rally. We'd had such success, and our best-ever attendance this century, at Burford last year: but was that just because it was our 50th anniversary? Would the fearsome successive heatwaves make people stay at home, for fear of spending hours broken down in over-heated cars? And we'd had a last-minute alteration from Avoncroft, who wanted us to move from the planned Guesten Hall Field to the rather out-of-the-way Windmill Field, with less shade.

In the event the worries were groundless, and the day was a superb success. As you can't quite see on the front cover (because that picture was taken before our last Razoredge arrived), there were eight Razoredges, four Mayflowers and a very fine Rover 100, the latter belonging to our member John Tisi. When we were last at Avoncroft, in 2021, John appeared with another of his cars, an Armstrong-Siddeley. His Razoredge, however, TDC 1228 DL, MDD 499, has been awaiting restoration for some years, and he says he is forcing himself to accept that it's not going to get done; it will be appearing in the ***Globe's*** For Sale pages before long.



OUR PARADE OF RAZOREDGES AND RELATIVES, 2026



New committee member Stephen Smith with a large collection of display information and related items of interest, including a wind-up 78rpm record player and a picnic set. The banner on his roof belongs to Trevor Pybus, who says he finds it very good at reducing the number of 'That's a Mayflower, isn't it?' enquiries. YHX 312 is TDC 1028 DL.



On the right, Mike Sampson's immaculate TDB 4609 DL, WHX 301. (The 'HX' in the registrations indicates both cars were first registered in Middlesex, which was the country's largest local Vehicle Licensing Office after London County Council.)



Left, your editor's TDC 1900 DL, SHN 928, with more Razoredge information in the form of back-copies of the ***Globe***. If you attend shows and would like some back-copies to hand out to interested enquirers, let me know. Interestingly, the HN registration is from Darlington; whilst Stephen's YHX was registered south and travelled north, SHN made the opposite journey.



On the right, our second new committee member, Doug Crook. Doug's TDC 0933 DL was originally registered AJM 510, in Westmorland. Whereas Middlesex had seventeen allocations of two-letter combinations and could whistle through them in weeks, Westmorland had just two, JM and EC, and they lasted a year each. However, this car spent some time in Ireland, and when repatriated was given an age-related mark, TXS 783.



Left, Jim Fender's KYY 34, TDB 727 DL, which had driven all the way up from Woking, Surrey. It was the oldest car present, except for the Mayflower prototype: this year, we had no TDAs nor TDs present.



Left, Colin Rice's very smart TTD 349, TDC 2222 DL, making its second appearance at Avoncroft. In 2021, it had only just completed its restoration, after several years in the background of Fuzz Townshend's *Car SOS* garage.



Right, Bob and Jill Hobbs's superb LKV 541, TDC 703 DLO. It was at this meeting that Bob discussed with the committee members present the possibility of returning to provide technical support for the Club, as announced in this edition of the ***Globe*** (p53).



Left, Martin and Penny Doughty in RKA 910, TDC 2513 DL, the youngest Razoredge present.

In addition to those members present with their Renowns, we were also delighted to see Paul and Emily Collard, Bob and Liz Parsons, Phil Heycock (with a radio-controlled model Mayflower!), Trevor Pybus and Chris Blackman. We also had notes of apology from others who would normally expect to be present, but were prevented by other commitments – including Harry Beacall, Tom Robinson, David Stansfield, and Graham Beechey, plus Clive Lungmuss, an ex-committee member who was unwilling to duck out of his commitment to volunteer work at the Special Forces Memorial at the National Memorial Arboretum in Staffordshire. (If you are not familiar with this institution, you might like to make a visit: it is a very moving experience. It was only established at the turn of the millennium, but is deeply thought-provoking. You will not be unmoved.)

OUR MAYFLOWER COUSINS:

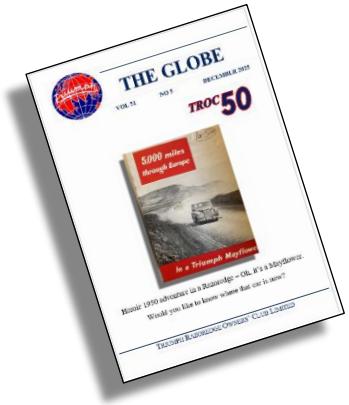








JWK 612, Richard Hughes; HTH 719, Paul Norton; FSU 125, Peter Hewitt; NFJ 780, Keith Williams



JWK 612 is X488, the first prototype Mayflower built, whose amazing story was recounted in our December 2025 issue. Richard has now repatriated it from America, and intends to complete a full restoration in due course.

We count ourselves very lucky to have been able to see this historic car 'in the flesh'. It is one of those "I was there" moments, and we hope to be able to keep members updated with developments as and when they occur. Wouldn't it be wonderful if one day we can welcome the completed car to a Razoredge rally under its own steam!

OUT AND ABOUT:

Four at South Cerney: Paul Goodchild, Chris Blackman, Doug Crook, John Harrison.





Left, Martin and Penny Doughty out with all the family in Hay-on-Wye on the on the occasion of Penny's birthday. We understand they didn't all come in the one car.

Below, Stephen Smith and Trevor Pybus sparkle at Newby Hall, a well-established regular classics gathering – it's one of many you'll find covered on the 'Old Classic Car' website.



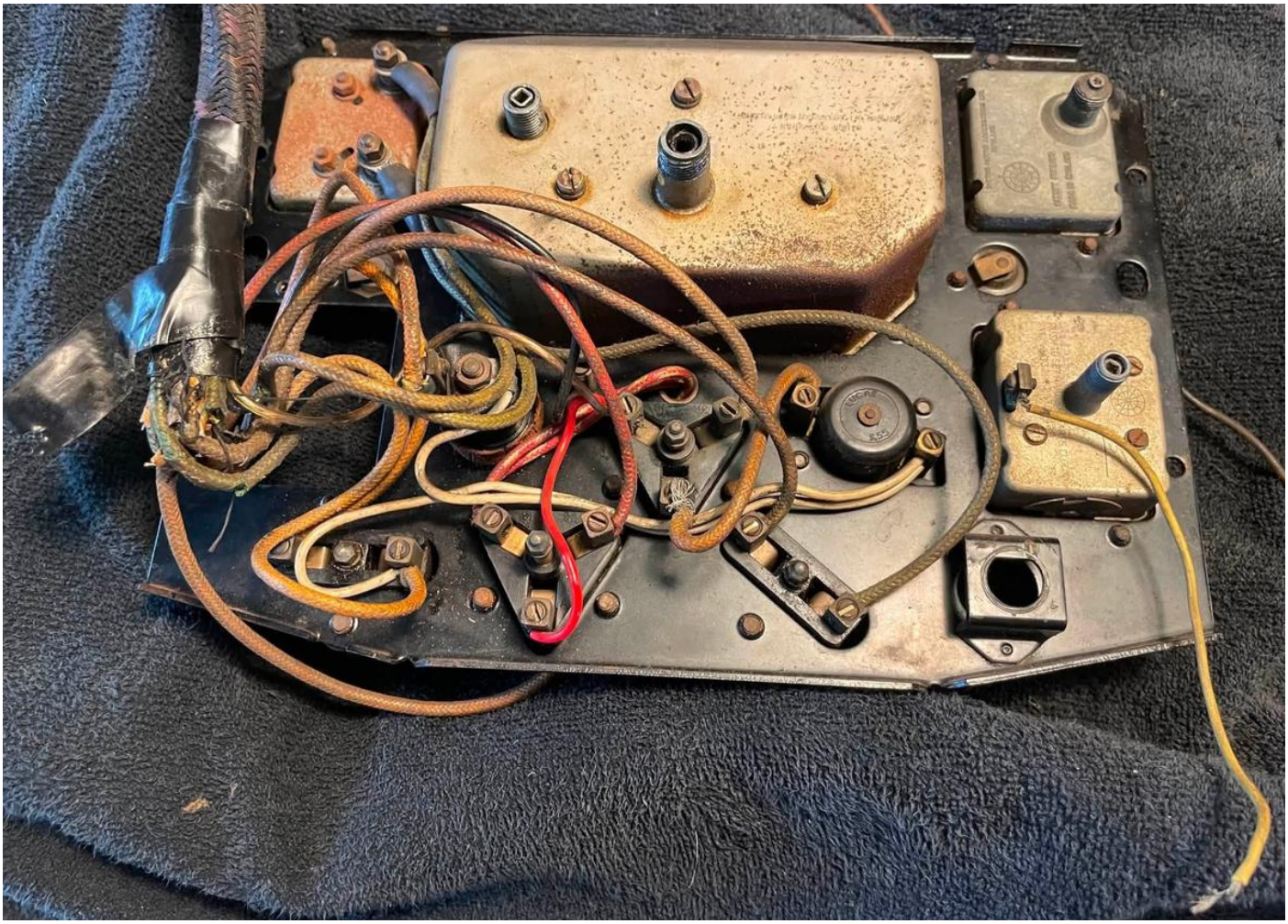
Do send in any odd snaps from when you are out with your car – email to the editor. If it's a particularly good picture, we'll put it in the competition for a car of the month in next year's calendar!

GOOD TO HEAR FROM…

Our long-term member David Stansfield – who lives closest of all our members to the original Standard Triumph works in Coventry – was 85 on June 28th this year, but keeps himself busy with his four classics, doing nearly all the work on them himself. We have often seen his TDC Limousine at rallies, and twice at the NEC, though he was unable to join us at Avoncroft this year. He also has a Model T Ford, a Daimler, and a Mk VI Bentley, and was able to reel off to me the various meetings he'll be attending in each car during the coming weeks, including Ashby Magna, Leicestershire, in the Daimler on June 20th.

EVER WONDERED…

…what the back of the centre panel of the dashboard looks like? This is Huub Popping's, in the Netherlands, as he starts to work on the electrical refurbishment of TDB 1075 DL.



And they say old cars are easy to work on because they are so simple.

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IMPORTANT NOTE: Please be very cautious when working on or fitting any item to your car, unless you take full responsibility for what you're doing, and you have the necessary level of skill and expertise to be sure that the work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. *Any accounts in the GLOBE are only the experiences of members, sharing ideas, not offering guidance on what might or might not need doing on your car.*

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Please use our Club code when booking!

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LOCAL PUB GATHERING REPORT

I'm sure this sort of thing happens all over the country, though I doubt any others quite match the Griffin's Head burger – that was something special. Do you ever take advantage? Send us a report! We could celebrate a 'pub of the month'. Recommendations welcome. Just an ordinary meet – ***but look at these cars!***


Superb 1954 Sunbeam


Also 1954, Citroen


1932 Austin


AC Cobra, sounded as good as it looks… and me.




Lincoln 'Town Car' – too long to park!


There's always one.




Neat TR3, and a gorgeous 1953 Jag 3½ litre
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WHAT'S ON: FORTHCOMING EVENTS



We hear the legendary Klausenrennen Revival meeting has been pushed back from 2026 to 24-26th September 2027, so if you were planning to go, you now have longer to prepare. You might be glad of that since the Klausenrennen is a hill-climb event, and when the Swiss say it's a hill-climb, they mean it. It is 21.5km from the start to the summit, gains 1,273 metres in altitude (metres not feet…) and Nuvolari and Caracciola have been amongst the competitors, back in the day.

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 activities, please let the Club know of any events you are planning to attend with your Razoredge. By showing them in this guide, we can give other members the chance to see your car, and if theirs is 'on the road' they might wish to join you at the event, or just visit.

Wednesday 2nd September	**The Salon Prive, Blenheim Palace** – we tend to list friendly small gatherings; here is the opposite. Aimed at the very most exclusive, rare and valuable classics, plus the most expensive supercars. Does that appeal? 11am-5pm.
Sunday 6th September	**Griffin's Head Sunday Barbecue, Chillenden, Kent:** opposite of the above, first Sunday each month, 10am-4pm, drop in and have a pint and a burger – see the report of the August meeting, opposite. Which do you prefer?
12th – 13th September	**1940s Themed Weekend at the AVRO Air Heritage Museum, Stockport, Cheshire –** at least one Razoredge will be present, and it is for sale. Why not dress up and contribute to the ambience of the moment? Or just come to watch and reminisce? Or take the chance to view the car as a possible purchase.
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.
Sunday 29th November	**The November Scramble, Bicester Heritage**: much sporty roaring.
2027 Sunday May 30th	**The Pre-1940 Club Picnic, open to all Triumphs,** is definitely ON in 2027. The 2025 version flopped, and they considered giving up – but 2026 was so good they are already committed to continuing. Woodland Grange Hotel, Leamington Spa. Two Razoredges attended in 2026 and we are aiming to make it a bigger regular TROC meeting opportunity. We need good ones like this!

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.

RAZOREDGE REMINISCENCES AND OTHER TRIUMPH TALES By John Cater

A personal perspective



Back in 1961, our school (Stationers Company's School, Hornsey in north London) arranged opportunities for sixth-form students to take their driving test. Under the influence of the esteemed Headmaster, Mr Nunn (who was to retire the following year), I passed!

Not long after passing, I got a telephone call from my father from a small village in Devon where he was staying with his sister. It would seem that the local publican had sold my father a black Triumph Renown. How many pints had given rise to the sale I cannot say, but I have my suspicions. My father had a driving licence – as had my mother – but since I was in practice, off I went, hitch-hiking to Devon.

There were straw and birds' nests needing to be cleared out of the car, and the tyres were not in the best condition, but then we were ready and set off. The trip home to Bounds Green went smoothly. As I was now the family driver, it meant I had almost total use of the Renown.

The Renown was a classic vehicle of its day, the 'poor man's Rolls-Royce', as it had a pair of large chrome headlights, running boards, big chrome bumpers, and the rear boot lid could be used as a luggage platform or picnic table, suitable for a day at the races.



The M1 in 1962 – unrecognisable

Our first incident of many came on our way to the Midlands, with my mother on board, giving an old school mate a lift, taking advantage of the newly-built M1. Having inner tubes, the tyres should not be as liable to sudden deflation, but it can happen. Since this was a front wheel that let go, the car became a bucking bronco and despite my struggling with the steering wheel, it crossed the central reservation (no barriers there yet) and came to rest on the hard shoulder of the opposite direction lanes. We were fortunate that it was a Sunday, and there was much less traffic in those early days. It initially seemed that we had sustained no damage at all, but as we got ready to change the wheel it became evident that crossing the central reservation had cracked a rear spring mounting – otherwise we could have just changed the tyre, and continued southwards to the next junction and then return to our route!

ALL NIGHT PARTIES: Those were the days when, if we could find a set of parents foolish enough to turn the house over to their offspring, some wild parties would follow. It seems alarming, but sometimes so little would be happening that our gang would go out and about instead, exploring the back lanes of Hertfordshire. I remember a particular outing when it was decided to drive along with all the occupants spread around the outside of the Renown, so we had one on each running board and two standing on the back bumper, hanging on to the boot handles. As I could see the road was straight, I decided to add to the excitement by turning off the headlights. Looking back, it is something of a miracle we survived.

Cash was in short supply, so it was a case of the crew chipping in for petrol. The Renown would cruise at its most economical at 20 mpg, so 5/- shillings would buy 20 miles. The head gasket would occasionally fail, making the Renown appear to be driven by steam! The RAC would come to the rescue. I remember at a friend's house once, taking out a sparking plugs and turning the engine produced a squirt of water that went clear across the road. When cash was really a problem, we would limit ourselves to a visit to the Ace

Café on the North Circular. For the regular Rocker customers, in those days the only drugs they were into were a cup of tea and the adrenaline of racing each other on the road. I remember Dixon of Dock Green and the famous 'juke box record' where the director made up the concept that the rockers would put a record on the juke box and try to go along the North Circular to a junction and back again before the record ended. It was necessary to both break the speed limit and to run a red light. Interesting, but a pure fabrication by the director, though I imagine that after the episode was aired some bikers may have tried it.

The café is back in business and very popular with classic motorists now, but it had closed and became a tyre and silencer establishment for 25 years. I went to the 25th anniversary meeting to commemorate the closing of the original café, riding my BMW R80, but hoping I could find a reporter who would ask me what I used to bring to the Ace 'back in the day' so I could tell him a Triumph with a 2-litre engine – which was a capacity unheard of in those days.



BMW R80, not John's own however

Below: a Triumph Rocket



[John is of course reminding us that the modern largest production bike in the world IS a Triumph, the 2½ litre Rocket 3, an in-line 3 cylinder engine producing 184bhp; well over twice the power of our cars. A scary thought… but I want one! However, it is not a close relative of our cars, despite the name; the motorcycle business parted from Triumph cars in 1936. – Ed.]



The good old Renown and I then set off for three glorious years at Exeter University. Just as some students are finding nowadays, on arrival there was a lack of digs, so I spent my first night curled up on the back seat of the Renown. As I have mentioned, the Renown had a habit of its head gasket failing. Luckily my father had kept up the RAC membership, so they rescued me quite a few times including repairing the gasket. Having watched the process, when it happened subsequently I would complete the task to about 75% done, then get on the phone to my friendly RAC mechanic who would expertly finish the task. Not possible these days!

After University I enrolled to train as an airline pilot, on a course at Kidlington. What car does a prospective airline pilot need… but a red Triumph TR2. It looked good, went well, BUT was somewhat of a fake. Most weekends were spent applying yet more fibreglass. The mechanics at Kidlington Airfield were relaxed and helpful when I discovered yet another rust hole, this time in the chassis. The newly-introduced MoT was coming up fast. The guys lent myself and a friend a portable oxy-acetylene welding set, on the strength of our statement that we thought we knew what we were doing. Eventually we managed to get the plate to stay in place, held by a few tacks, and covered up with generous layers of undercoat. Maybe I should not have worried so much: when I duly took the TR to a local garage for the test, there was another car over the pit. I was told to come back after an hour. Then, I discovered my car was in exactly the same place, and the same car was still over the pit, but most importantly, the MoT pass certificate was on the car seat. I decided not to complain.

My fiancée was in her final year at Exeter, so the TR was helpful in quickly getting me down to see her at weekends. I remember one time on the emptier roads of those days, finding a Mini-Cooper travelling the same way, so a bit of a race ensued, with the TR pulling away on every straight, and the Cooper rapidly

catching me on every bend and junction. In the end we called it a draw, glad that Mr Gatsonides had not yet invented the speed camera.

The Renown made it to Kidlington as well, but I remember selling it for £10 to someone on the next pilot's course. I don't know what became of it after that, but such cars play an unforgettable part in our lives, while they are with us.

Shortly after that the TR's structural solidness was demonstrated in a head-on meeting with a Renault Dauphine. Muswell Hill must have been a well-off area even in those days, as there were cars parked down either side of the road, so there was no escape route. In the ensuing contest the Renault was declared a write-off, but the Triumph only needed a new radiator. Maybe it was due to the strength of our welding on the chassis!

By the time I was a First Officer with BOAC I graduated to a black Triumph Spitfire, living in Reading, but also having acquired a croft cottage in the Scottish highlands. The Spitfire therefore built up the miles, to and fro from Heathrow and to the Isle of Skye. I remember once sleeping in a lay-by on the way north, with my wife fairly pregnant beside me. When I changed to an MGB, the Spitfire had to go, and I regret that personalised plates were less common in those days: the registration was 5001 DP, and I suspect that today some Dave Paterson or Dwight Papadopoulos would probably pay me about five times what I sold it for then.

Other vehicles I have had a chance to enjoy were the MGB GT, a Ford Popular, Porsche 924, Porsche 944, Jaguar E-type 4.2, Mercedes 500 SL, and a BMW 840. Happy motoring.

The story of a life, told through its cars. We thank John for his reminiscences, and for sharing them with us.

Please note that several of the activities and repairs described here are NOT recommended as best practice.

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FROM OUR MEMBERSHIP RECORDS

I am in the process of collating all our written membership records, car production records, Tom Robinson's Limousine records, and my predecessor membership secretaries Bob Hobbs and David Wickens's records, plus other random sightings, into one grand master spreadsheet. As you might imagine, it's a slow job, but occasionally there are magic moments, like finding this membership record from 1990: Mrs Jennifer C K Blair Oliphant, of Ardblair Castle, Blairgowrie, Perthshire, who had TDC 2770 DL, colour maroon but originally black, registration NGG 15. It was described as "completely dismantled." The DVLA have it on their computerised records, but not since 1988, so it was possible the restoration was never completed; but what a name, I thought, what an address. I felt obliged to get a picture of the castle, and when I eventually make it to Scotland for a long-promised tour, I shall take a photo of SHN here.

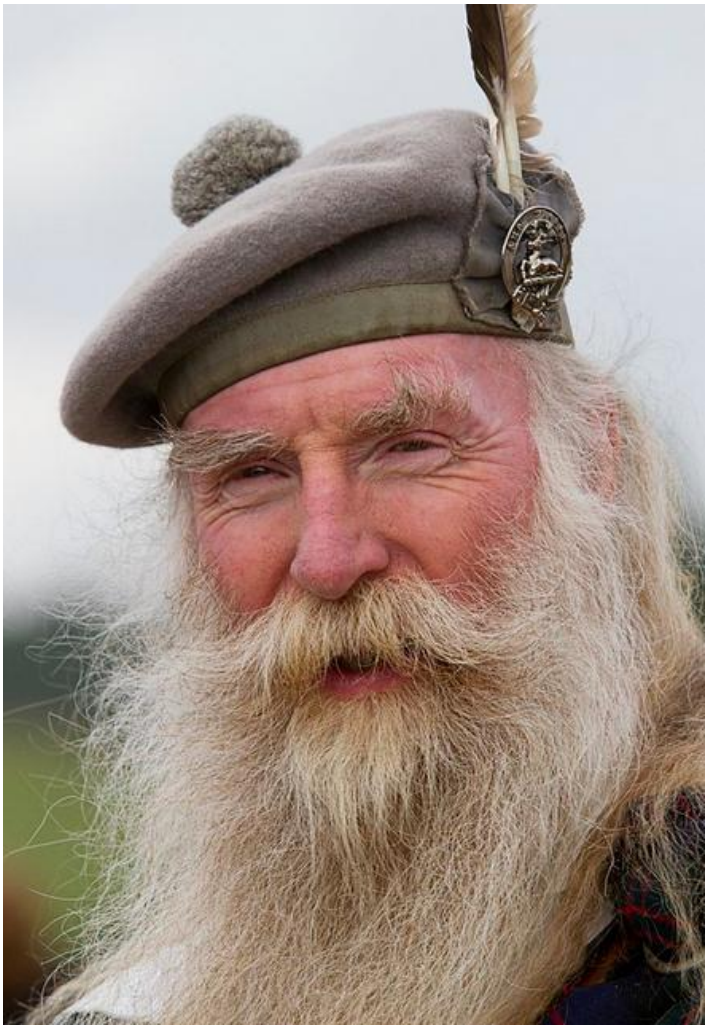
If anyone ever deserved to own a Razoredge, you would think it's Mrs Blair Oliphant of Ardblair Castle. So, intrigued, I did a little internet research, and I wrote to them, enquiring about the car, with a calendar and recent ***Globe***.

It transpired, sadly, that Mrs Blair-Oliphant had passed away, but I received the following reply.



Ardblair Castle
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I should add that my internet research had revealed that the Kington-Blair-Oliphant family had inherited the titles of Baron of Ardblair and Baron of Gask, officially recognised by the Lord Lyon King of Arms and recorded in Burke's Peerage. They gave his official title as "The Much Honoured Baron of Ardblair (Laurence Philip Kington Blair Oliphant of Ardblair and Gask, Baron of Ardblair and Gask, Chieftain Clan Oliphant of Gask, Chieftain Clan Blair of Ardblair), spouse Jennifer Lady Ardblair." I therefore tried to address the envelope appropriately, but I was out of my depth and got it wrong.



"Dear Roger (if you will excuse the familiarity),

Thank you for your interesting letter and enclosures of 18th May and for the enoblement which you have granted me. I regret that I am not a Lord, although I am Chieftain of a clan, which itself carries no title I fear! Similarly my late wife, certainly a Lady in my eyes, was quite content with being 'Mrs'.

To the Renown - I still have it. The story is a sad but possibly familiar one to you. I acquired the vehicle more or less complete from a person who undertook to restore it to a respectable running condition, not necessarily concourse. Having dismantled the car and had the engine overhauled he promptly went bust and disappeared. I managed to retrieve maybe not all, but most of the parts which remain here. A major problem involves the renewal/replacement of the ash frame for which I had drawings but which have now gone the way of all flesh. There is a local restorer of vintage cars at Alyth whom I approached at the time but his estimate far exceeded the probable value of the restored Renown, so, with many other matters to occupy my mind and time I rather forgot about it. This is a shame because it possibly could still be returned to being the handsome vehicle that it once was.

I have now retired and my son has taken over the running of the farm and the sundry contents of the various sheds and other buildings. I have shown him your letter and whilst he has no intention of parting with the Renown as it has sentimental significance to his late mother, neither has he the immediate interest or resources to undertake its restoration, much as he might wish to.

I fear that leaves us in a state of continuing limbo regarding the car. At least it hasn't been scrapped and is unlikely to be for the foreseeable future. Thank you for the contact. I am most impressed that you should still have a record - albeit slightly inaccurate - after 35 years. Well done, and strength to the Club.

Kind regards, Laurence Blair Oliphant (Mr!)"

I found this a charming letter, and it calls to mind another deep insight into the long history of our islands; and identifies one more of our cars, TDC 2770 DL, NGG 15, "in limbo" as Laurence describes it, but as he recognises there are many in variations upon this theme.

I would add that this is a very late TDC, just 29 from the end of production, first registered in Glasgow in December 1954. We only know of three surviving Razoredges younger than this – but do see our 'for sale' pages, where TDC 2763 DL is available if you'd like to own it.

CALENDAR PHOTO SUBMISSIONS FOR THE 2027 CALENDAR

We are now well into the year, and those of us with cars on the road will probably have been out on various trips and events; and these days, nearly everyone has a good-quality camera in their pocket, in the form of a mobile phone. However that might be, ***did you take any good snaps of your car?*** We are in search of 14 good photos for next year's TROC calendar. **If you would like to see your car featured as one of the cars of the month next year, here's what you need to do.**

The winning pictures for our 2027 calendar will be selected by a vote from all of the committee, from the best photographs submitted by **November 5th 2026.** The pictures must include a Razoredge – not necessarily owned by you – and the main criterion is the quality of the picture as an image. Key points for acceptable images are:



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

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

Email it to: editor@TROCltd.co.uk .

How not to do it: This one on the right is being broken for spares, sadly. That doesn't prevent it from being a calendar car of the month; we need to include ALL aspects of our hobby, including technical and mechanical, not just the picturesque scenes. However, this is not a good photo – the motorcycle, and the bright reflections in the side of the car are very distracting, and there's clutter behind, though, we could remove that by cropping the image. But it's badly framed: the front of the car has been cut off.



NEWS OF OUR CARS: THE STORY OF LWB 48, TD 3459 DL, NOW FOR SALE

When Graham Parker was a young man, around 1955, he was a fireman. He took his driving test in a fire engine, which is a claim to fame not many will share. Like many people at that stage in life, money was in short supply, so when he had the opportunity to buy a Razoredge for £25, he took the chance.

The car was a non-runner; the engine was seized. He discovered that molybdenum disulphide, possibly in excessive amounts, had been added to the oil; stripping down the head enabled him to free most of it, and with minimal replacement parts (not from the Club, of course; the founding of TROC was still 20 years in the future), he had it running. Graham did all the work needed on it himself; at some stage it was repainted, by hand, with conventional house-paint. During that process it began to rain, so the fire engine was moved out of the engine-house so the car could take shelter. When the car was finished and the rain had stopped, they had to move the car out, the engine back in, and hastily dry the engine off before the supervisor could arrive and ask awkward questions about how the fire engine had got wet.

The car served him and his young family well for many years. It carried them for thousands of miles, on camping holidays: they would drive down to the West Country overnight, setting off at 11pm to miss as much of the traffic as possible, the car loaded with camping gear and bedding wedged in the rear footwells, children bouncing on top. It is a story similar to many we have heard in the Club, of how these lovely cars become almost members of the family, certainly playing a major part in family life.

Eventually it was time for it to be replaced with a modern, and that Razoredge disappears into the mists of time. We don't even know the registration or commission number; quite possibly it later was known to the Club, or it may be it met the fate of so many others as they aged and began to need repairs costing more than the value of the car, and was scrapped. It is unknown.

Graham did not forget Razoredges, however, and at this point we need to turn our attention to LWB 48, TD 3459 DL. Tom Robinson tells us, from his archives, "LWB 48 was registered in Sheffield on 06.12.1948. The first owner was Edwin Goddard Stokes, 118 Ringinglow Road, Sheffield 11. Interestingly, LWB 49 was TD 3520 DL and was registered on the same day, but the first owner was James Dempsey, 15 Millbrae Crescent, Yoker, Clydebank. Why a car used in Glasgow should have been registered in Sheffield, I have no idea." It is also a puzzle that these cars have commission numbers 70 cars apart, but end up both being registered on the same day in Sheffield.



LWB 48 in the early Alwyne Hill years – Graham warns that the paintwork is no longer this smart.

In April 1976 LWB 48 appeared at the Club's third rally, at the Cotswold Wildlife Park in Burford, in the ownership of new member P Ginnever, about whom little is known. He had the car for four years, but was not seen again at a Rally. (It's a common pattern, to attend one rally after you've just bought the car, or you've just had it restored, and then you've been there, done that, don't need to go again; but we don't mind. Whatever suits our members' preferences; it's your car, your hobby, not a duty or obligation, unless you wish to make it so.) In 1980 however the car moved on again into the ownership of Alwyne Hill, from Sheffield. Alwyne looked after the car and enjoyed it for a remarkable forty-two years. Fellow Sheffield resident Tom Robinson recalls:

> "Strangely enough, I first encountered LWB 48 when it appeared to be laid up on a drive on the same road as Patricia had grown up, namely Gleadless Avenue. The owner was a commercial photographer, I recall.

"I am not sure what event next took place with Alwyne owning the car. After all these years I cannot be accurate. However, I assume Alwyne might have contacted me as being local, he was at the north side of Sheffield and we were on the south. However, he became the owner of LWB 48 and the car joined Alwyne's Roadster. I assume it was also an 1800 engine.

By profession, Alwyne was connected with foundries and moulding procedures. In response to an appeal by Ed Lacey, Alwyne produced an elbow for the water system. It was a part on the 2088 engine that was in demand as they frequently corroded from the inside. Alwyne also created the first TROC club badges in brass. He might have created other items as well.

Alwyne soon had the car roadworthy and joined us, with his wife Patricia on local Derbyshire Road Runs and also he made the long journeys to our annual rallies in the early days.

I tipped him off that up in the Peak District at Wardlow Mires/ Great Hucklow , the remains of TD 1860 lay rotting there. Off he went in LWB 48 and a low loader trailer to recover the car for breaking.

Alas, his wife suffered a steadily deteriorating disease and his attention moved away from the cars until after her death, when he took up the interest once again. I think he eventually disposed of the Roadster and by this time, the TD was suffering from some difficult to source malady or other and I think he generally lost interest. We kept in touch. He was a serious modeller and he frequently would modify Dinky Supertoys into unusual roles.

At Alwyne's death, I contacted his son to see if I could help in disposing of the car, but that is the last contact I have had with the family."

Sadly in May 2021 Alwyne passed on, and in the following year the car was offered for sale. It was at that time that Graham, despite being in his eighties, renewed his Razoredge ownership by buying this car. He has since done all his own maintenance and tidied minor problems with leaking gutters and repairs to the wood around the roof, patch-repaired with epoxy, and re-seated the door pillars. A body-fillered dent in a front wing has been cleaned up and properly welded. He says that a purist might decide it needs a respray, but – there are always things to do with a 1948 classic.

However, Graham is now approaching 90, and his beloved wife died not long ago, after 65 years of marriage. They had been a high-powered couple, himself in engineering, and she in business; they had been guests at Holyrood, and she had presented evidence to House of Commons select committees. Now fully retired and cutting back, he is selling his large house in Nottingham to his granddaughter so it can become a family home again, and is moving to a sheltered-accommodation bungalow in Yorkshire; but the Razoredge cannot accompany him. It needs a new home where it will be cherished. He is offering it for sale, and with it a collection of spares, two new tyres, a welder and other relevant kit. He says that finding a good home for it is more important to him than price.

It is a story very similar to that which led our Treasurer Harry Beacall's very fine TD into his custody after a similar long ownership with Craig Pillans, in Lincolnshire, as recounted in previous Globes. It is a car with a long life, and a known history: it needs and deserves to find another new home where it can continue to enhance and enrich someone's life.

If you know of someone who might be interested in Graham's car, please contact the editor, or call him direct on 07482 633 604. It is currently located in Stapleford, Nottingham, and can be viewed by arrangement with Graham.

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.

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On the Facebook group, TDC 2245 DL looking quite smart, "For sale, 1952 Triumph Renown. Engine turns, doesn't run yet. Needs oil and cooling water, then try to start the car. All the wires are replaced, not connected yet. Car has no rust, no welding places, complete with all the parts. Steering has to be checked, doesn't turn easily. Price €6.000,- , car is 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,

wiper motor with stalks £15,
Chrome radiator shroud (small dent) £120,

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,

rear glass screen £25,
Aluminium boot lid cover £10,
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.

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 .

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 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 under the name 'Andrew Monkeys'.

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.*


40 VIEWED IN THE LAST 24 HOURS
41
CRS 650

PHILIP GEOFFREY HOMER - 8TH MAY 1952 – 21ST JULY 2026

AN OBITUARY BY PETER LOCKLEY
(With input from Lynda Homer and family members.)

On 21st July 2026, the Standard Motor Club lost the person who had arguably done most in establishing the Club and its current format since its founding in 1975 to cater for all Standard cars and derivatives. Phil Homer and his wife Lynda have been members of the Club since it was established and have played a large part in the Club to this day, (though the many contributions of other members, whether on the Committee or not, should not be forgotten.)

When I joined in 1991, Phil held the post of spares co-ordinator with three spares officers under him for 8s and 10s,Vanguards and pre-war cars. Later he took on other roles and instigated new initiatives to help the club develop and grow. At the time of his death Phil was our Vice-Chairman, Pre 1948 Spares Co-ordinator, Website Editor and Historian.

Though he and Lynda owned and indeed still own a 1955 Standard Ten, Phil's greatest love was pre-war Standards, particularly vintage and post vintage. Their wedding car was a 1935 Standard Nine which they sold some years ago but which is still in the Club. They also own a 1919 Standard SLO, a 1921 SLS, a 1935 Ten, a 1934 Avon and a 1937 Flying Twelve Drophead - which has been their "every day" rally car this season.

It is a great shame that Phil will not now be able to drive the SLO which appeared unrestored at the 2026 NEC Spring Restoration Show and was due to appear in its fully restored condition at this November's NEC Classic Motor Show. However, Phil always supported Club events and the Flying Twelve had appeared at several major events this year such as Coventry MotoFest and the Standard Triumph Picnic.

Phil was involved in almost every Club activity. He managed large data projects for BT before retirement and had priceless skills for the Club in establishing the original website, which has gone from strength to strength, latterly with the help of his brother Ian. Phil set up our club Web Shop and managed it until recently when Steve George took on that role. Hopefully www.standardmotorclub.org will remain as a tribute to him for many years. He established the Club Committee forum which has been a great help in streamlining Committee discussions.

He was involved in membership matters and played a leading role in the incorporation of the Club as a members' company, limited by guarantee in 2013. He and Lynda were involved in the main organisation of innumerable Standard International Rallies, the last in 2026 at Cheltenham Chase, and indeed, scouted out the venue for the 2027 Rally, yet to be finalised, where he attended a meeting the week before his death. They also organized the annual Chiltern Road Run.

Phil was also the Club Historian and the author of many articles in the classic car press on Standards as well as writing for the Standard Car Review. His work includes the "Members' Reference Book" and "The Concise book of Standards" which are distributed to new club members, and his own book, "Cars of the Standard Motor Company."

I could go on about Phil's contribution to the Club and the Standard marque as it has been huge.

He made a lot of firm friends in the Standard and Standard Triumph movement and his heart was always in the right place. Above all, he was always willing to help Standard owners. Phil will be a hard act to follow and my condolences go out to his wife Lynda, his brothers Dave and Ian, then all his family and friends.

Peter Lockley

Chairman, Standard Motor Club

PLEASE NOTE: FUNERAL ARRANGEMENTS ARE YET TO BE FINALISED & WILL BE NOTIFIED BY EMAIL INVITATION ONLY IN THE COMING WEEKS.

(Please email Lynda if you would like to be notified.)

IF YOU WOULD LIKE TO MAKE A DONATION IN PHIL'S MEMORY, THEN LYNDA ASKS FOR DONATIONS TO ONE OF THEIR PREFERRED CHARITIES:

https://www.parkinsons.org.uk/

https://sepsistrust.org/



Success!

"Whate'er the course, the end is the Renown"

- *All's Well That Ends Well*, Shakespeare.