THE GLOBE

VOL 51 NO 6 FEBRUARY 2026



Un gruppo italiano degli anni '60 con un grande senso dello stile!

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

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

****

SPARE PARTS: Available to paid-up members only. New terms of service were notified in the December 2023 newsletter. We regret we cannot supply USA or Canada.

Note that our spares officer and all other members of the committee are volunteers working on Club tasks in their spare time. Please contact the Spares Officer by email at the email address shown above.

Cheques should be made payable to TROC Ltd. We cannot take credit or debit card payments, but BACS bank transfers and Paypal are acceptable. Paul Collard will supply details.

Whats App: TROC can accept initial contact and the sending of images by Whats App using only the number given above (the Editor's), but our preferred means of contact with members are **email** or (at the appropriate times) **landline telephone**, using the contact details given above. We thank our members for respecting the privacy of Club officers.

Are you changing address in the near future? Please tell us! Email, write, or phone between 6 and 9pm, to Roger Stone, membership secretary.

The Club Accounts and Officers' Reports are published in February, and notes from the AGM are published in the April Globe each year. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor; they are available free of charge.
The views expressed in The Globe are those of the writers and not necessarily those of the editor, nor those of the Triumph Razoredge Owners Club Ltd. Whilst every effort is made to ensure the accuracy of technical advice and information, such advice is heeded entirely at the member's own risk and neither the Club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from reliance on such advice or information. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.

EDITORIAL

Dear members,

Welcome to the start of the Club's 51st year. It's something of a watershed in classic car club age, I feel: we are moving away from "I always wanted one of these when I was young, but couldn't afford it," and we are almost past the "My Dad had one when we were kids" generation. People now regard the Cortina Mk I and the Escort RS Mexico as *older* classics, and 'modern classics' start to include cars with two numbers in the middle of the registration plate. However, we have something in our favour: not only do we have a half-dozen members younger than the Club itself, proving that we CAN meet the needs and interests of younger classic car enthusiasts, we also own cars you can work on.

My theory is that as we move into the second quarter of this century, we are going to find the supply of older cars you could regard as a classic is going to peter out. If people want to choose a classic to buy and maintain as a hobby, they are not going to want to work on the engine bay on the right. What could you do with it? It's too complex, and as soon as the availability of replacement bits becomes scarce, this car is dead. So, I think, cars of our age will now gradually become in greater demand.



WITHIN THIS EDITION – IMPORTANT -
you will find the Agenda and Officers' reports in preparation for our **AGM on March 15th at 10am** UK time, to be held on Zoom. **DO PLEASE take a look through the reports,** and if there's anything you're concerned about, or curious about, please send in your query or better yet, take part in the meeting. Instructions for doing this are at the foot of the Agenda, but basically you just need to email **membershipadmin@TROCltd.co.uk** to request a Zoom invitation link. The AGM is the crucial annual point where Club members have the opportunity to tell the Club management committee if we're getting it right, and if not, how you'd like us to change or improve.

We also have an independent analysis of the **FBHVC CLASSIC CAR SURVEY 2025**, and the outline of the regional events we'd like to develop for the What's On diary. We need YOUR help for that, and also in our continuing search for a video editor.

We also have a sad obituary notice inside the back cover, to record the passing of Muriel Hewitt, widow of our longest-serving Chairman Chris Hewitt.

Special appeal: DO take the time to look at the instructions for payment, when sending the Club money. If you send spares payments to the membership account, or vice versa, you cause delays and misunderstandings; and if you pay into the old accounts we stopped using last year… **Just don't, OK?**

Editor

We welcome new members:

1341 Russell Brooks, of Louth, who has JDR 567, TDC 2379 DL, a car previously known to the Club with two members back in the 1990s, but not since. It is understood to have been re-imported.

Our cover pictures for this issue:

Front – Italian rock group "The Showmen" from 1966: it is not known if the car belonged to the group or was just there for the photo-shoot. More information on page 131.

Back – The Kingston Flyer, famous New Zealand locomotive, with one of Rik Gant's collection of Razoredges. This picture is from Tom Robinson's tour of New Zealand in 2012, when he borrowed one of these to journey all the way down to the tip of South Island – described in the Globes of August and October 2012. Related information is on page 135.

TRIUMPH RAZOREDGE OWNERS' CLUB

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

Agenda

1 Apologies for Absence / Quorum count (10) / Zoom Meeting voting protocols.

2 The minutes of the last meeting are published as a video recording, accessible through the website, and a summary was published in the April 2025 ***Globe***. The full written minutes are available on request from the Editor. The meeting will be asked to accept these as a complete record.

3 Opening Remarks. Chris Blackman

4 Confirmation of Continuation of Committee Roles and members.

- Chairman Chris Blackman
- Vice Chairman Tom Robinson
- Secretary Harry Beacall
- Treasurer Harry Beacall
- Membership Secretary Roger Stone
- Technical Officer Vacant
- Editor Roger Stone
- Spares Secretary Paul Collard
- Website Manager Chris Blackman
- Events Secretary Vacant
- Historian John Bath
- Committee member Bob Parsons
- Committee member Mike Sampson

5 Secretary and Treasurer's Report. Harry Beacall

6 Spares Service Report. Paul Collard

7 Membership & Editor's Reports. Roger Stone

8 Historian's Report. John Bath

9 Website Development. Chris Blackman

10 Future Club Activities, including Annual Rally and Classic Show at NEC. Tom Robinson and Stephen Smith

11 Any Other Business. Open discussion (through the Chair please)

12 Date of next AGM – March 2027, to be notified through the Newsletter.

HOW TO TAKE PART

All paid-up Club members are very welcome to join the AGM, using any smartphone, laptop, tablet, or desktop computer with microphone and camera attached. Simply email membershipadmin@TROCltd.co.uk from the email address you'll be using to attend the meeting. A few days before the meeting, you'll be sent a Zoom link to join the meeting.

Chairman's Remarks: AGM March 2026

Chris Blackman

Welcome to the Annual General Meeting of the Triumph Razoredge Owners' Club.

Our 50th Anniversary Year was marked by several events: notably the Annual Rally, held this year at The Cotswold Wildlife Park, which was exceptionally well attended and enjoyed fine weather. Special thanks must go to the organisers including Tom & Patricia Robinson and Mike Sampson. Later in the year the Club had a stand at the N.E.C. Classic Car Show, ably run by Stephen Smith and Trevor Pybus. It was a delight to meet so many members on these two occasions.

Your committee has been magnificent again, working as an active team, supported by the new faces of Stephen Smith and Doug Crooks. My thanks go to all for their enthusiasm and support.

I look forward to meeting members and their cars at this year's National Rally, and at any other local events where our paths might cross. Chris Blackman, Chairman

OFFICERS' REPORTS

Treasurer's Report, Year Ending 2025

Harry Beacall

This year has largely been a good year for us. The changes implemented last year with the new accounts, mobile/online access for paying in cheques, checking transactions and issuing a parts debit card mean that Roger and Paul have been able to be fairly independent from me in fulfilling their roles. The old Natwest accounts will be closed very shortly, therefore please can I remind members to ensure they use the correct details for membership renewal, and parts purchases.

Financially, the club is still in a strong position, with good reserves. The increase in membership fees has produced the desired result and we have turned around our losses from last year, also creating enough surplus to support the parts storage operation.

Parts storage continues to be our largest cost, but for the meantime is viable and has managed to cover itself so far without any support from the general account. Unlike last year no large expense has been made to replenish stock items, but surplus from the general account is available to support this when necessary. Globe printing/postage costs have reduced this year. As anticipated with the membership cost increase, more members have moved to receiving digital copies of The Globe. As well as being more sustainable and environmentally friendly, its also benefits the club financially.

All in all, very happy and with healthy accounts! Harry Beacall, Treasurer

T.R.O.C. LTD GENERAL ACCOUNT 2024 and 2025

EXPENDITURE	2024	2025
Globe incl printing + post	£ 4,697.05	£ 4,275.73
Zoom Meeting Costs	£ 155.88	£ 155.88
Rally Costs	£ 845.02	£ -
Gift / Donation / Bequest	£ 850.00	£ 100.00
Club advertisement	£ -	£ -
Web design + Maintenance	£ 104.70	£ 221.29
FBHVC Membership	£ 100.00	£ 80.00
DVLA/Other	£ -	£ 200.58
Data Protection / Companies Ho	£ 94.00	£ 103.00
Paypal / Bank fees	£ -	£ 53.03
Total	**£ 6,846.65**	**£ 5,189.51**

INCOME	2024	2025
Subscriptions (incl joining fee for new members)	£ 4,047.80	£ 6,487.15
Nos of Ordinary Members	140	128
Nos of O/S Members	20	38
Nos of Assoc Members	2	0 (Discontinued)
Nos of Honorary Members	4	6
TOTAL	171	
Dontations	£ 1,000.00	£ 50.00
Total	**£ 5,047.80**	**£ 6,537.15**
Net for year 2024 + 2025	**-£ 1,798.85**	**£ 1,347.64**
Money at Bank 1.1.25 + 26	**£ 3,543.63**	**£ 4,891.27**

TROC LTD SPARES ACCOUNT 2024 and 2025

EXPENDITURE	2024	2025
Spares Purchased	£ 2,422.57	£ 293.87
Postage	£ 300.70	£ 381.46
Transport costs	£ 406.56	£ 265.90
Manuals,Stationery & stamps	£ -	£ -
rent of spares storage units	£ 4,680.00	£ 4,320.00
Spares storage racking & crates	£ 217.37	£ -
Bank/Service Charges	£ -	£ 47.70
Companies Hse Registration	Gen Acc.	Gen Acc.
Insurances	£ 846.31	£ 864.67
Refunds/differences	£ 214.66	£ 220.00
Transfer to Gen A/c	£ -	£ -
Total	**£ 9,088.17**	**£ 6,393.60**

INCOME	2024	2025
Spares Sales Incl p+p	£ 5,419.21	£ 6,620.51
Total	**£ 5,419.21**	**£ 6,620.51**
Net for Year 2024+2025	**-£ 3,668.96**	**£ 226.91**
Money at Bank 1.1.2025 & 26.	**£ 27,861.39**	**£ 28,088.30**

STOCK AT COST

31-Dec-21	£ 65,924.00
31-Dec-22	£ 63,715.00
31-Dec-23	£ 58,616.00
31-Dec-24	£ 32,259.25
31-Dec-25	£ 33,558.89

Reminder - Non paid up members are NOT able to purchase spares

Spares Secretary Report 2026

Paul Collard

Well, another year has passed! It has been a busy 12 months creating (at the time of writing) another 76 invoices fulfilling various spares requests for members bringing the total in my tenure to 163. Thank you to members for your patience when some requests have taken some to-ing and fro-ing of emails to get there.

I would once again like to say a huge thank you to my predecessor Bob Hobbs who continues to be there for me to ask questions and seek advice on part related queries. Those of you with access to the Triumph Razoredge Enthusiasts WhatsApp will also be aware of Bobs invaluable help and advice.

Could I just remind you that please continue to ask for parts via email, **stating when possible the actual part name and number** as found in the trusty Spare Parts List (a copy is available to members in the members area on the website. Parts List - Triumph Razoredge Owners' Club (trocltd.co.uk).

It really does help the both of us in the long run and saves any delays getting your parts to you instead of to-ing and fro-ing with questions via email. The Terms of Supply for Spare Parts can also be found at the members area of the website.

Finally, can you please make sure that you use the Lloyds bank details shown at the top of the invoice that I send you to pay for your parts, repeated here for reference. They are different to the membership payment details and likely any other payment details that you have saved on your banking app. If you still have the old Nat West details, then please update them. It saves payments going missing, us having to track them down and delaying the dispatch of your parts.

Parts payments should be made to:

UK & Europe Payments	**Cheques to –**	**International Payments**
TROC Ltd	Appleloft Battle Road Hailsham	**IBAN: GB39LOYD30995019786663**
Account number - 19786663		**BIC: LOYDGB21287**
Sort code - 30-99-50	BN27 1DU	

Paul Collard, Spares Secretary & Director

Membership Report

Roger Stone

Our membership numbers remain steady at 172, and nearly all the problems of late-payment or non-payment of membership fees dating from the pandemic years, the bank account changes, and my personal difficulties in 2024, have now been resolved. We continue to have a steady trickle of new members throughout the year as new cars are discovered and old ones change hands.

The membership now comprises 90 who take the newsletter by post (13 of whom are overseas members) and 82 who take the newsletter as an email attachment. This is the first year when email membership has almost matched the postal membership. The continuing trend to change from posted to email newsletters was boosted by the increase in subscription rates last year, but this is to the Club's advantage financially. We remain committed to provide printed newsletters for all those who would like to have one, and our printers are happy to continue at the current rates even if the print number falls further.

Editor's Report

Roger Stone

We produced our six editions, plus the Calendar, last year, and feedback from members suggests that members are generally happy with the contents and coverage. The Editor remains very grateful to all those members (and some non-members) who send in pictures and accounts, thus enabling our content to be relevant and varied, and equally to those who have sent in photographs for consideration as a 'car of the month' in the calendar. Our calendar selection for 2026 has been acclaimed as one of our best.

Roger Stone

Historian's Report

John Bath

A summary of recent developments:-

1. There is in development a new "Triumph Styling" book (publication date TBA) - both Tom Robinson and I have been in regular touch with noted MG and Triumph Author, David Knowles. David has written books on both the TR6 and TR7, but will be going right back to 1945 for this new volume, to include our cars.

2. **V765 lost registration numbers scheme** with DVLA - from time to time, TROC is asked to renew our status which enables us to approve applications for barn finds and the like that are not on the Swansea computer, which will now need a physical inspection under the new rules. My completed renewal form has been submitted, and if it is like last time, we shall not hear anything unless we are "struck off".

3. 2025 was a notable year for TROC for out Golden Jubilee which happily coincided with the launch of my ***Triumph Razordedge*** book at our very successful and well-supported July Rally. So far, I have dispatched books to Switzerland, New Zealand, USA and Canada.

John Bath

Website Co-ordinator's Report

Chris Blackman

The Club website has remained fairly static this year apart from frequent updates to **Latest News** and **Forthcoming Events** pages. The collection of **Social Media Snippets** from the Facebook and WhatsApp groups continues to grow, with a steady stream of technical discussions and entertaining anecdotes. Maintenance to the 'plumbing' behind the scenes continues as required.

There is still plenty to do, so comments, suggestions and materials for inclusion are always welcome.

Chris Blackman

FUTURE EVENTS, INCLUDING 2026 NATIONAL RALLY, REGIONAL EVENTS AND NEC NOVEMBER 2026: for discussion. [See also pages 138-140]

FBHVC CLASSIC CAR SURVEY 2025: RESULTS

From Giles at *The Classic Valuer*

What's going on here?

The Federation of British Historic Vehicle Clubs (FBHVC) has released its 2025 National Historic Vehicle Survey – the most comprehensive study ever conducted into the UK's historic vehicle movement. We've reviewed the 60 page report for you - here's what you need to know.

Tell me more

The good news:

- **A growing sector** where the number of historic vehicles registered with the DVLA has risen to 1,934,178 (up from just over 1.5m in 2020)
- **That is an economic powerhouse** contributing £7.3 billion annually to the UK economy, with owners spending £4,567 per year on their vehicles
- **That supports 34,500 jobs** across 2,700 businesses.
- **With minimal environmental impact**, with the average historic vehicle covering just 837 miles annually (down from 1,200 in 2020).
- **With huge opportunity to grow further**, given the 9.8 million people in the UK would like to own a historic vehicle.

The room for improvement:

- We all know the skills shortage that is looming if decades of undocumented knowledge isn't passed onto the next generation, yet **only 17% of businesses offer apprenticeships.**
- We equally know the need to not just get younger people working in the industry but driving the cars we love. **Regrettably, the average age of a historic vehicle owner is now 66 (up from 63 in 2020).**

Why should I care?

This isn't a moment for patting ourselves on the back or getting down about the areas for improvement. The question is: what can you do to bring younger people into this world?

Think back to what first got you into cars. All it takes is a spark, that moment of seeing a certain car on the road for the first time. Perhaps, it's as simple as taking your car out for that next generation to have that same a-ha moment. After all, there's 9.8 million people who would like to own one. Have a think about what you can do...






These cars, and 16 more, are for sale within this *Globe*. Do you know anyone…?

NEWS OF OUR CARS



Huub Popping is making steady progress with the full restoration of TDB 1075 DL, which was originally registered as LAH 686 when in the UK. A few years ago we spotted it as the only Razoredge in a huge collection of very mixed cars, tractors and motorcycles owned on the continent. All the cars had stood unused for many years, covered in dust, although the owner claimed he used to start them up from time to time. It's great to see this example being rescued from oblivion.



On the left, the Christmas window display at the Northwest Museum of Road Transport, featuring Gill and John Crosby's TDA 681 DL. This is a very neat solution of where to keep your car in the winter months, if your policy is to lay it up, safe from the wet weather.

Dirk Devogeleer has found these intriguing pictures.





Above is the record sleeve of an Italian pop group, founded 1966, big in 1968 and a significant influence into the 70s.

https://italiacanora.forumattivo.com/t1946-the-showmen-biografia-discografia-canzoni-video-testi

We learn: "The Showmen were a highly influential Italian R&B/soul/pop band from Naples, formed in 1966 by Mario Musella (bass/vocals) and James Senese (sax), known for hits like "Un'ora sola ti vorrei" and their fusion of American soul with Italian flair, evolving into progressive rock with **Showmen 2** before members formed **Napoli Centrale**, a key part of the Italian prog (RPI) scene." (Wikipedia)

One of them – Elio D'Anna – was also a rugby international and has since gone on to be founder and President of the European School of Economics, and has written two books, so a very talented chap.

What I would like to know is, did they own and use the Razoredge themselves, or was the car just being used as a prop for the photo-shoot? We have no other record of the car, which would have been an Inverness registration from February or March 1952, so an early TDC. I have written to three Razoredge owners we know of in Italy (Michele Rosati, Pierangelo Sarto and Giuseppe Leone), and I'm hoping they'll be able to tell us a little more.

OUT AND ABOUT: STJ on Christmas Day



Robert and Rio Ward and family, making the most of Christmas. I have always held that the best day of the year to drive your Razoredge is Christmas Day: minimal traffic on the roads, and the other drivers you encounter are less likely to be in a stressed-out rush to get to work/shops/anywhere tedious. All who see you go by will appreciate your enjoyment of a great classic; just watch the smiles and waves you cause.

GOOD TO HEAR FROM…

"Thanks for your assistance with the help you gave me in relation to the triumph 1800 razor edge sedan information. I have now just got the required master cylinder parts from TROC spares and it all works. Thankyou, Merry Xmas and healthy New Year - Gilbert Haywood, Australia

Spotted by Phil Heycock on Facebook. It's a bit of a 'spot the Razoredge' challenge, but it's there, sure enough, with a nice selection of contemporary cars. It is taken at Birmingham New Street Station, around 1959.



Phil has also shared a couple of well-taken photos from his model train layout, below. The Mayflowers and the Roadster look very good, and I love the attention to such details as the well-worn brickwork and the crumbled kerb behind the Mayflower's rear wheel.





Yes, both pictures are model layouts! Quite remarkable. Would you have noticed, if we'd not said?

From Gerald Klemenz:

Dear fellow club members, dear Committee members,

I received my certificate for 25 years of membership in TROC with pride and joy, along with the 50th anniversary edition of "The Globe" and the very nice calendar. Thank you for the subtle reminder that time doesn't pass even me by unnoticed!

After inheriting the classic car hobby from my father, along with my "Razoredge," the TROC with the acting persons has always been a reliable advisor and helper with all questions concerning the car and with specific spare parts needs. Thanks to everyone who dedicates their free time to preserving our beautiful cars and fostering club life, having made it possible for the TROC to exist for 50 years. Unfortunately, as an overseas member, I'm unable to participate fully in club activities.

Therefore, with the attached photo from the winter storage, I'm providing proof today that I and TDB 3758 DL are still around. I must admit, though, that sometimes, when the weather is really nice, I prefer to take my 1970 Vespa 150 Sprint for a ride.

I hope to be part of such a dedicated and enthusiastic community as the TROC for a long time to come.

Best regards from Oyten, Germany!

Gerald Klemenz



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.

MY OTHER CAR IS A…



"Our other cars are as per the photo, having been involved with Rootes Group as a very young lad when my Dad worked in the Humber factory at Coventry as well as a mechanic in various dealerships. My first car was an 1948 Hillman Convertible in 1962 here in Australia, sorry no picture.

Happy New Year, Tony and Denise Allen, Queensland."

Meanwhile Bernhard Ruest in Switzerland has been slimming down his car collection, and having disposed of about ten, some of which have been mentioned in earlier Globes, has "only" seven remaining:







1933 Triumph Super 8 pillarless saloon; 1934 Triumph Gloria Six; 1935 Rover Speed 14 Streamline







TD 409 DL, 1800 Town and Country; 1962 TR4; and 1926 Rover 9-20 Super Sports Boat-tail tourer.

The seventh, I believe, is in the background of the top centre picture, and is the AC in which Bernhard joined us at the Club Rally at RAF Cosford, in 2014.

Members are very welcome to send in photos of other classics you might own, or once have owned. It's always interesting to see what other cars attract Razoredge owners!



Left, Tom Robinson washing the Razoredge he drove through New Zealand in 2012, also seen on the back cover.



On the right, a Franklin, 1934, also seen on the back cover, peeping out from behind the Kingston Flyer.

The 1934 Franklin, of American manufacture, was air-cooled. It comes from an age when automotive technology was imaginative and not afraid to innovate: we think of cars like this and the rear-engined 1948 Tucker, copying the Czech Tatra which the far more successful VW Beetle also borrowed heavily.







1934-1939 Tatra, 508 made; 1948 Tucker, 51 made; Volkswagen, 1938-2003, 21,529,464 made.

There's a nice You Tube video on the 1951 Standard Vanguard Phase 1 – with history and a nice test-drive, complimentary to the Club. We need something like this in a Razoredge!

Find it here: https://www.youtube.com/watch?v=wyQPQTTK6DU .

CLUB MERCHANDISE OFFER

The Club has arranged a deal with a clothing and print / embroidering company, where you can purchase the items shown, emblazoned with the Club logo.

Visit: https://www.logo-works.co.uk/ .



Triumph Razoredge Owners Club Original Rugby Shirt (FR1) Navy/White
£29.00



Triumph Razoredge Owners Club Heavy Poly/Cotton Polo Shirt (SS27) Navy
£15.00



Triumph Razoredge Owners Club Thor 350 Fleece Jacket (RG148) D.Navy
£28.00



Triumph Razoredge Owners Club Ultimate Baseball Cap (BB15) Navy



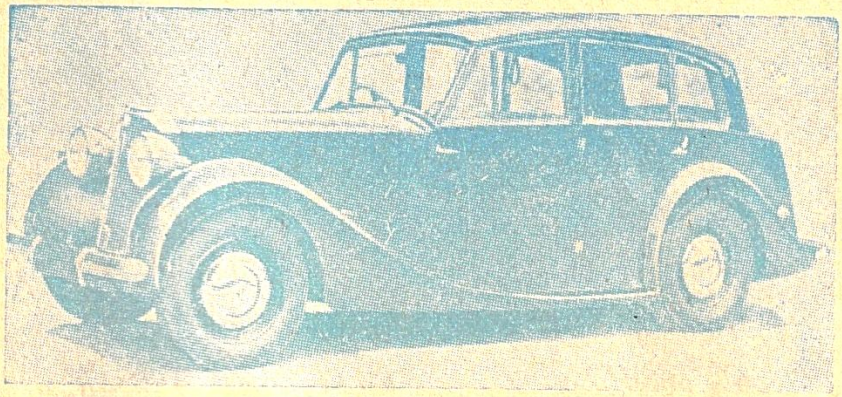


PLUS – our commemorative 50th Anniversary mug! These were for presentation at the Rally – but the left-overs are now offered for sale. Contact Paul Collard. They are a very good-quality mug – highly recommended.

OUR THANKS TO TONY ALLEN IN AUSTRALIA FOR THIS!

Keep your car looking new. Here's how to . . .

PROTECT THE FINISH



MOST car owners wish to preserve or improve the external finish of their vehicles. However, regular washing and polishing is considered "too much trouble", and frequently a comparatively new car is seen with a dull, dusty, dirty finish.

When you are tempted to neglect washing your car, remember that an extra week between washes means more grime on the paint finish, a little more elbow grease required to wipe off dirt; perhaps even an extra rub on of cleaner for complete removal. All mean extra wear and tear on the paint finish, and the shortening of its duration.

Car maintenance confined to "under the bonnet" will ensure that your car keeps mechanically right, but neglect of the paint finish will soon detract from its appearance and its value.

● WHAT TO DO

Keeping the finish looking as new is not difficult, but does call for regular attention, and a basic procedure.

Most important is washing the car at frequent intervals—preferably once a week, and at least once every fortnight.

If you live near the sea shore where salt spray and salt air are in daily contact with the finish, more frequent washings—with plenty of clean water—are advisable.

If salt deposits are not quickly removed, "rust-creep" will occur. The main danger spots are drip mouldings, stone guards, and crevices where mudguards are joined to the body.

● CONTAMINATION

Tree-sap, road tar, bird droppings, insect residues and smoke from factories contain harmful chemicals. If allowed to remain on the car for any length of time, they will spoil the finish and may cause lasting damage.

Road tar is especially bad, and should be removed promptly with mineral turps. Hard-to-move tar stains can often be dissolved with eucalyptus oil. Strong solvents are effective, but should be used sparingly, as the finish will be softened by their excessive use.

● CAR WASHING

An important rule to follow when washing a car is to use plain, clean, cold water.

Next washing should always be done in the shade—away from the direct rays of the sun and only after the body has cooled off.

Spray the car lightly with running water, to remove loose dust, mud and abrasive particles.

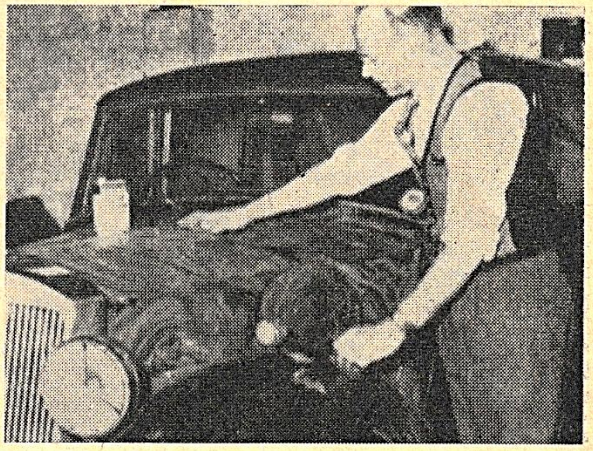
While the finish is still wet, rub gently with a chamois, soft wet cloth or sponge, and finally spray again to flush away soiled water.

Heavy direct spraying should be avoided to prevent water entering door panels.

Do not in any circumstances wipe a car with a dry cloth or sponge; any grit on the finish is bound to be rubbed in and cause noticeable scratchings. If dry-wiping is done repeatedly, scratches, even if not apparent at the moment, can eventually destroy the finish.

The Triumph Renown (above) though ten years old retains a new appearance because the finish has received regular attention.

Right: Applying a cutting compound.



DETERGENTS

Occasional use of a liquid detergent is helpful, particularly on oil or grease, or when the finish has no protective coating on it and has been neglected for a long period. (This is especially true of cars finished in light colours.)

Do not use a detergent after you have applied a wax or other protective coating, for even as few as three or four washings with a mild detergent can remove the protective coating, leaving the finish exposed to weather.

In general, use of a detergent should be kept to a minimum and must always be rinsed off thoroughly.

POLISHING

Never apply polish to a surface on which there is a coating of road dust or grit.

As to selection of an appropriate material to do the job, an appraisal of the car finish must first be made to determine whether a rubbing compound is required to remove the spent paint because excessive chalking has occurred, or whether a cleaner and polish will suffice.

TYPES OF POLISH

For many years there was two popular types of car polishes. Firstly a paste wax, and secondly aliquid cleaner and polish.

The paste wax was a laborious material to use but it did give a high gloss and a solid film which protected the surface from the efforts of rain, sun and industrial residue. It had no properties to remove chalkiness or road scum, so in most cases the use of a mild cutting compound called a paste cleaner was necessary. Also in the event of damage special treatment was necessary to remove the wax before painting.

The polish and cleaner had two main advantages. It contained a very mild abrasive which removed the chalkiness, stains and scum and it was very easy to use by comparison. The owner could polish his own car in an hour or so and the refinishing trouble was negligible. However, this left no protective film over the finish and after a shower the job had to be done again. Repeated polishing eventually removed the lacquer down to the undercoat.

The discovery of Silicone Oil a few years ago brought about the introduction of liquid car polishes containing this material—some non-abrasive with no cleaning properties and some cleaner and polish types.

The silicone leaves a film which is like a glass coating, very hard and slippery; dirt, insects etc. don't adhere well to it; it is completely unaffected by rain, sun and weather, and gives a very high gloss.

It requires no rubbing. The usual directions are: "Apply, let dry, wipe off."

Its only disadvantages are that it is more costly and, like paste wax, must be specially treated for removal before repainting, though the skilled painter knows the simple procedure for removing silicone or wax.

COMPOUNDING

If the paint is sufficiently chalked to require a rubbing compound, it will also have to be gone over with a polish, since a compound will not produce as good a shine as polish.

A very important point is never apply polish to air-drying enamel until it has aged enough to become hardened—at least 90 days.

Compounding and polishing the whole car in one operation can be very tiring, so much so that the quality of the work may suffer.

Unless there is time to finish the job in one day, it is advisable to do a section of the car each day. In one evening, for example, you might cut and polish two guards, or possibly all four of them. On the next evening the bonnet and boot, after rinsing with water—and so on—until the job is complete.

Should it be necessary to cut the finish with a rubbing compound, a polish should be applied immediately afterwards to develop the full gloss and preserve the finish.

CLEANER POLISH

If the finish has not been neglected too long, and it is decided to do the job with a combination cleaner and polish, one application should do.

The time lapse between polishing operations will depend on many things; the time of the year, the colour, whether the car is parked in or out of doors at night, and the type of atmosphere to which it is normally exposed. This last point has a great bearing on polishing frequency.

A car which is constantly parked in a heavy industrial area, near train lines or bus routes, or, as previously mentioned, near the sea, will need a lot of care and attention to keep the finish in good condition.

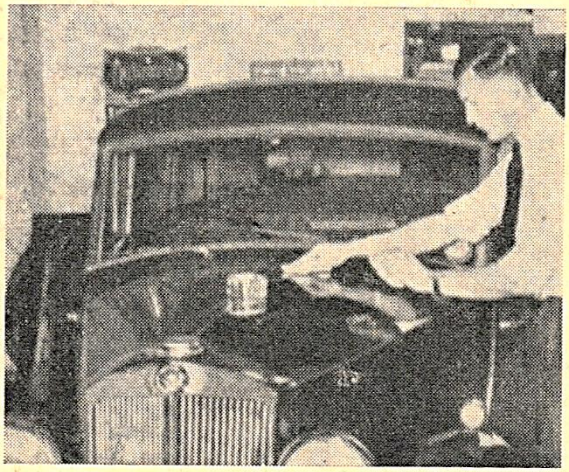
A black, dark brown or dark green finish will need re-polishing less often than a lighter colour, such as pastel blue.

Metallic colours are likely to dull more rapidly if a good polish is not maintained; and once badly dulled, their initial high gloss is difficult to restore.

TO SUM UP

If a rule is to be set, it could be said that, in general, three or four polishings a year should keep the car finish in good condition.

This assumes, of course, that it is washed regularly with plenty of plain, cold, fresh water. (Acknowledgement is made to B.A.L.M. Pty. Ltd. for information used in the compilation of this article).



Compare the difference in the appearance of the polished and unpolished areas.

TECHNICAL: CARBURETTOR CONSIDERATIONS

Bob Alderman writes: "The Triumph 1800 I have has been giving people trouble for years, it turns out. I have documents of it being exported to America and imported back again sometime later. It would start but not run. I had tried several things and got it to run on choke, but if the throttle was touched it cut out and then would not start again. The carburettor was cleaned and refurbished, but no change. A couple of years ago I took it to the Enfield Pageant Show on a trailer along side my Triumph Gloria and my wife's Herald, Just recently convinced it was a carburettor issue, I fitted a carb from a Bedford CA for no other reason than it was handy in my garage. The problem was solved, it runs, ticks over and revs up fine. I have still to rearrange the linkage etc but a big step forward. Now for a general tidy up!

Bob Hobbs adds a note of caution – although, with complex problems like this it's impossible to be conclusive, without even seeing the car – "As for the 1800 carburettor, I suspect one of several possibilities. Air leaks due to broken gaskets, fuel level in float chamber too low, blocked main jet and so on. There is a good carb restoring company whose name I have forgotten that would sort it out. In my opinion using the Bedford carb may not be too good an idea as the jet sizes may not give the correct fuel/air mix for the demands of the 1800 engine. It could be either too rich or too lean over various parts of the RPM and load range. That could result neither excess fuel consumption or overheating or burning valves or coking up the valves and spark plugs. I think it is better to sort out the problem rather than a dodgy bodge unless one has a rolling road and dynamometer AND SKILLS to understand what is going on. Maybe that's just me being pedantic.

Harry Beacall adds: Carburettor exchange is the name of the company, in Leighton Buzzard, and they specialise in Solex. The Solex 35FAIE (which is standard equipment on a TD) isn't a particularly good carburettor in my opinion. My car still has it, and appears to be working well, but if an alternative has been fitted and works well I'd be tempted to leave it be, checking regularly the condition of the spark plugs, or using a colour tube if one is available (a great bit of kit!)

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



POSSIBLE REGIONAL MEETINGS: SOUTH-EAST – PLUS?

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

Right at the top of the invitation they point out that in 2026, ALL the entry access gates will be in use, and they've moved the date by a week so they won't clash with the traffic for the Classic Bike Show. Readers who remember my review of attending the show in 2025 will appreciate that both of these changes will make a huge and much-needed difference to the experience of taking part with a classic. We had three Razoredges present – my own TDC 1900 DL, Gordon Phillips in his TDB 1827 DL, and Jim Shotter in TDC 1292 DL. However, the cars were not together: mine in the designated area, but Gordon couldn't navigate their very poor signposting and parked with some other Triumphs he found, and Jim was not even allowed in: the entry queues were so long that by the time he reached the gates, the public were in and it was too late to move through the dense throng, so that he was relegated to the public car-park. Something of a fiasco.

They say that they have learned the lesson and this year will be better-organised. The show itself was good; the food and beverages excellent, and the day held a variety of activities in the show ring. There is camping available. There were the usual autojumble and trade stands. **Might you be interested in attending?** Gordon Phillips has booked us a Club stand, and the link to book tickets is: https://www.eventbrite.co.uk/e/bromley-pageant-of-motoring-clubs-tickets-1946322114839?aff=oddtdtcreator and our Club access code is **TRiumPHRAZEd26** .

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

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

A very likely candidate will be the Standard-Triumph Inter-Club late summer meeting at the Three Counties Showground, Malvern. More about that in future editions. 14th – 16th August – book the date?

ANYWHERE: DRIVE YOUR TRIUMPH DAY – PHOTO APPEAL

Rye Livingstone (USA) writes: Are you planning to participate in Drive Your Triumph Day on Tuesday, February 10, 2026? The day will be here before you know it!

On the new website, I also plan to include photos from past years, organized into albums by year. In addition, for 2026, I'm going to sort the photos by Triumph model as well.

So start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great to see how everyone participates. The idea is simple: have fun with it.

Best Regards, Rye Livingston, Activities Chairman, Triumph Travelers Sports Car Club

Send pictures to: DriveYourTriumphDay@gmail.com

WHAT'S ON: FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.
If you use a calendar on your smartphone, you can add in the forthcoming events from our website and always be informed about Razoredge opportunities! See the link HERE.

When planning your own 2026 activities, please let the Club know of any events you are planning to attend with your Razoredge. By showing them in this guide, we can give other members the chance to see your car, and if theirs is 'on the road' they might wish to join you at the event, or just visit.

Tuesday 10th February	**Anywhere you like, any time.** It's Sir John Black's birthday (he would have been 131, except for having died in 1965) – and Rye Livingstone in the USA had the bright idea of uniting all Triumph owners by hosting a website where we can all share a photograph of our cars, preferably active, but anything taken on that day will do. Send them to: driveyourtriumphday@gmail.com .
Sunday 15th March	**TROC AGM, 10am UK time – Zoom link available from the Membership Secretary – see page 126.**
20th-22nd March	**Classic Car and Restoration Show** at the NEC Birmingham. This is a much smaller show than the November event, but much more interactive: practical demonstrations, interviews, training/experience opportunities.
4th-5th April	**Pageant of Transport,** Weston-super-Mare. A relaxed gathering on the beach lawns: see the August picture in our Club Calendar.
Sunday 26th April	**Drive-It-Day 2026.** Shall we nominate a dozen meeting-points around the country and see how many Razoredges can meet up? Or just do our own thing?
Sunday 12th July	**TROC National Rally, Avoncroft Historic Building Museum,** with the Mayflower club; and possibly with the Mayflower prototype seen on our 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 .

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.

NEWLY ON THE MARKET:
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 .

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

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





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



FOR SALE on the **Facebook Group** is HCY 107, TDB 3605 DL. This car was in the Club for a while, many years ago – back in the eighties – and is now offered for sale by Brian Mattison. It was described back then as "having been converted to automatic" but we suspect this probably means overdrive fitted. It is described as a good runner. Contact the editor, or visit the Facebook Group.

RARE OPPORTUNITY: LIMOUSINE FOR SALE - Pavel Sedlbauer in the Czech Republic is selling TDC 3000 LIM - originally RNK 806, a British Railways special order. It was owned by TROC member number 3, Malcolm Chapman, and then by member 183 Bryan Davies, of Abbeywood, SE London, from 1978 to 1980. The Limousine model has a partition between the driver's seat and the passenger compartment, and is a very rare car. This one has been in a museum in Europe for many years, and will need careful re-awakening; but the privilege of doing so is an extremely rare opportunity.

FOR SALE: A fine very late 1954 TDC in Essex.



This car has undergone recent full body-off restoration and respray, and is amongst the last 40 Razoredges ever built.

TDC 2763 DL

Subframe repainted and injected with waxoyl, fully undersealed, all ash timbers renewed

Cylinder head machined to run on unleaded, steering wheel restored, new head lining, new overriders and hubcaps, new wiring loom, many parts rechromed, red leather seats re-done a few years ago.

Resprayed in Light Grey. Workshop manual and Handbook included

Thousands spent - selling due to not using car because of other ongoing projects.

Offers in the region of ~~£20,000~~ ~~£17,000~~…

£15,000

Contact Andy Kemp on 07983 879 424.

This is the car from which Lansdowne created their model car and is one of the youngest Razoredges in existence, first registered on 4/11/1954, after the last car had been made.

FOR SALE: since Andy Kemp is selling his late, excellent-condition TDC (above) but has now sorted through the various spares he has accumulated over the years, he also offers the following – mostly in excellent or very good condition – all for Renown TDC:

~~Fuel pump, new~~	~~£40~~		
Painted TDC headlights, pair each	£100	2x Chrome front grilles	£30
Master cylinder, needs repair	£50		
~~Jack~~	~~£25~~	~~Handbrake~~	~~£20~~
Gear change selector shaft	£10	Wiper motor with worm and both stalks	£20
Tyre Dunlop Super Taxi 5.75x16	£20	4-part bonnet	£50
2 Inner wings	£20 each	Starting handle locator	£10
Inner boot flipper gasket, 50mm	£20	Chrome radiator cowling (small dent)	£120
Workshop manual	£20	Parts book	£25
Reverse Light auteroche	£30	Lucas clear spotlight	£20

Contact Andy on 07983 879 424. He is based in Essex.

FOR SALE: TDB 1671 DL ERD 681, engine 1677E (original), near Reading. Owned by the same family since new. Would make a good project for someone who would like to give the car some much-needed attention. Needs work, but we are open to enquiries and offers. Please contact John or Julie Sibley on 01491 628 544.

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.

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

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.

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: 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.

MEMBERS IN AUSTRALIA MIGHT BE INTERESTED:

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

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

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

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.*



We are saddened to record the passing on January 14th of Muriel Hewitt, widow of Chris Hewitt our longest-serving Chairman. She had only been in the Bookham bungalow for 8 months and had just completed the sale of their Wood Hall home on the day she was admitted to Epsom Hospital on 7th January; discharged after just 2 days, she was still clearly very unwell and via a very short stay in a care home she died in St Peter's Hospital a few days later.

The Club is greatly indebted to Chris and Muriel; apart from Chris's long service as Chairman and spares holder, he gave the Club the use of three lock-up garages free of charge for many years, and Muriel was very supportive and tolerant of the long time it took us to seek alternative storage (with members Caroline Henderson and Doug Crook) and to clear the remaining items.


795
AP 2396