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# THE GLOBE

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In Autumn's golden glow: so Christmas must be coming soon...

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<http://www.trocltd.com>

**(Affiliated to the Federation of British Historic Vehicle Clubs)**

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

*The Club Accounts and notes from the AGM were published in the April Globe. Members wishing to have a copy of the full Minutes of the meeting should contact the Editor.*

*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. Artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.*

## EDITORIAL

Dear TROC Members,

A very Merry Christmas to you, from all the TROC Committee.

Our December Globe includes what has now become something of a tradition: a carol, so that you may raise your voice in seasonal song, especially adapted for our particular interest. If your singing voice is not usually welcomed by the musically-sensitive, then sing it to your car, in the garage where no-one can hear. We also have the final offering of our TROC merchandise, getting rather last-minute at this stage but Chris Hewitt will make every effort to get your selection posted promptly if you contact him without delay.

On the 'What's On' pages you will find details of both the AGM and our summer rally for 2016. Do make a note of these, and support us if you can, especially for the Rally. We have moved the date and the location a little, and the result – plus combining with the Roadster club – should make this a brilliant and memorable event. Hatfield House is a very special venue, and it will be well worth planning time in your day to be able to tour round the house. Do note too that the AGM has moved from Gaydon to Coventry this year.

On other pages we indulge some historical nostalgia from the golden age of our cars.

**Finally – will you be my Friend?** Many people these days have Facebook or Twitter pages. If car-related activities ever appear on yours (or a family member's), please will you consider Friending me? My thanks to those who have already done so. That way I can source Razoredge-related material from the reports on offer. I will always contact the member concerned before consigning anything to print in the Globe. Searching in Facebook for the words **Roger Stone** and **Razoredge** should find me. On Twitter, try #Razoredge and apparently everything links up. I'm not exactly sure how these things work!

Editor

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**Our cover pictures for this issue:**

Front – A magnificently atmospheric picture from Graham Sinagola of his car about to set off to a 1940s event. The simple glow of the streetlights through the rich red and yellow autumn leaves, in misty November damp. How many times do we say 'that would make a really good photograph' – well, our thanks to Graham for finding the camera and sharing the image.

### In the Bleak Midwinter

(With deepest apologies to Christina Rossetti, who composed this wonderful carol in 1872 when requested to write 'a Christmas poem' for the *Scribner's Monthly* magazine. Gustav Holst composed the music in 1906, which was after the poet's death; so she could never have heard the finished work, with its wistful diminishing minor chords. That's very sad.)

In the Bleak Midwinter, frosty wind made moan;  
Cold car-seats hard as iron, I'd better take my phone.  
Right throughout the winter, I like to play my part  
To keep the old girl running  
If only it will start.

So once a month you'll find me, to the garage bound  
And there I pull the dust-sheets off and cast them on the ground.  
All gleaming, proudly shiny, she sets my heart a-glow  
And I know I love her dearly  
If only she will go.

I lightly dust her over, I give the tyres a kick  
I check cold oil which oozes slow upon the dipping-stick.  
The anti-freeze I did last month, and check it now again;  
But I know I'm only putting off  
The awful moment when...

I know I could crank her over, but I'm wary of my back,  
And I'm not so young as once I was, I fear a heart-attack.  
But she will start, of course she will, sure as I sing this hymn;  
Though when I turn the ignition key-  
Is the red light looking dim?

I gather up my courage, I mouth a silent prayer  
And watch my words make wispy clouds, hanging in the air.  
I pull the choke, I push with thumb, and hear the engine go!  
Of course she did, she always does;  
I never doubted for a mo.

## IN SEARCH OF STOCKING-FILLERS?

Members might like to consider the items of club memorabilia shown below, and perhaps leave the magazine strategically open where our ever-loving and long-suffering spouses or other family members or friends might see them and draw inspiration. Alternatively – treat yourself!



*All items are available while stocks last from Chris Hewitt, club Chairman. Prices exclude postage and packing. Find Chris's details inside the front cover of the Globe.*

**The club 'Globe' badge**, suitable for mounting behind the front bumper or on a badge-bar; £27. It is sturdily made and has good-quality enamel.



Our **lapel badge**, showing the Globe image surmounted by a Triumph steering-wheel, and the words 'Triumph Razoredge Owners' Club' in gold around the edge. £2.50p.

**The keyring** seen below is a very fine design with a remarkable level of detail in the etched 3D image – the steering wheel, radio aerial and radiator badge are all quite clear; the over-riders and lamp fittings and the filler cap can all be made out. Looking from underneath, the chassis and the engine are clearly visible. In a smart padded presentation box. £6.75p.



The light is easily strong enough to illuminate a keyhole.

We also have a number of good-quality ballpoint pens, not illustrated, which carry the Club insignia and name. These are priced at only 40p, so you could treat yourself to a half-dozen for very little outlay.

## WHAT'S ON: RECENT AND FORTHCOMING EVENTS

A list of suggested events which might be of interest to help you plan your motoring activities.

***If you know of a good event in your area, please recommend it. Emails to the Editor.***

***If you are out in your car – please send us some pictures!***  
*(It doesn't have to be special. It's always good to share Razoredges out and about.)*

## New Year's Day 2016



The **Caledonian Rally**; a gathering at **Brooklands**; on the prom at **Christchurch, Dorset**; a hog roast in the Great Barn at **Haslebury Mill, Somerset**; near the Frogmill Inn, **Cotswolds**; and finally the Hangover Meeting at the Ace Café on the North Circular.

Most of those are 'drop-in' events – no booking required, just turn up when you like during the day.

27<sup>th</sup> January

The **Monte Carlo Historique** leaves Glasgow, first car away at 6pm.

31<sup>st</sup> January

The Vintage Sports Car Club (pre-1931 and selected pre-1941) has organised a day of **driving tests at Brooklands** when early classic sports cars pit themselves against a series of challenges. £10 spectator entry.

Need parts?

**Autojumbles in January:** 17<sup>th</sup> January: 10am till 3pm at the 3 Counties Showground, Malvern; Huddersfield Autojumble Party at the Old Market Building, Brook Street; and a huge one at the Ricoh Arena, Phoenix Way, Coventry, from 10am till 4pm. On January 31<sup>st</sup> you have the famous Newark Autojumble, open to customers from 10am, at the Newark and Notts Showground.

Sunday 13<sup>th</sup> March 2016

**TROC Club AGM at the Coventry Motor Museum.** Details and agenda will follow in the February Globe.

6<sup>th</sup> – 12<sup>th</sup> June

**Lake Garda to the Dolomites** We have an invitation from Christian Bianco: "I wish to extend an invitation to you, your friends or members to participate at the international event: "Triumph Meeting from Lake Garda to the Dolomites."

For the event we will be located at Bussolengo / Lake Garda and St. Michael in Eppan / South Tyrol, a very nice little village about 5 kilometers from Bozen. As a place to stay on Lake Garda, we have a 4 star hotel, and in South Tyrol we will stay in a beautiful castle and / or manor house surrounded by vineyards.

Like all my events all Triumph drivers in Europe and worldwide are invited to participate. I understand it is a long journey for you and I am sure that I have planned a very interesting and exciting driving event – it is not a speed rally – to and around the Lake Garda and the Mountains of South Tyrol.

Find details at: <http://mg-dolomites.jimdo.com/triumph-event/> The closing date for applications is March 9<sup>th</sup>, and the cost £697pp.



Sunday 26<sup>th</sup> June 2016

The TROC Annual rally for 2016 will be held at Hatfield House, Hertfordshire; the site of the old Royal Palace where Elizabeth I grew up and where, the story goes, she was told of the death of her elder sister Queen Mary and her own accession to the throne. Now there is a large Jacobean mansion completed in 1611 surrounded by a variety of formal gardens and set in a large park. The house is well worth a visit and contains many objects associated with Queen Elizabeth I as well as many important paintings, furniture, tapestries and armour.

The rally itself will be held in the park just outside the formal gardens and right in front of the main entrance to the house. We will have our own entrance to the park rather than use the normal public entrances and so will enjoy a short drive through the park as well. We will have two choices for tickets: either for the Park and West Gardens (a formal garden surrounded by a massive yew hedge), or for the Park, West Gardens and the house itself. All will be reduced from the normal public rates.

We are hoping that the attraction of the house and gardens, the superior Stables Yard dining area, will mean that there is enough to do to please everyone. Dogs are permitted at the rally site but not in the formal gardens or house. We hope these changes will mean that even more people and their cars can attend. In addition the Triumph Roadster Club will be joining us this year.

Please do put the date in your diary NOW!

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***If you are at an event, or otherwise out and about with your car, DO please send us a photo or two and a brief account. Including overseas members!***

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### WOULD YOU LIKE A PHOTOGRAPH OF YOUR CAR IN THIS SETTING?



We are arranging for member's cars to be photographed individually in front of the House; and an electronic copy of the photograph will be emailed to you free of charge, or a framed or unframed print will be offered at cost price. Further details will follow in the February and

April Globes – but if you're not there, you can't share. ***Do mark the date in your diary!*** Sunday 26<sup>th</sup> June. That is earlier than our normal July date.

**ITEMS FOR SALE AND WANTED; OFFERS OF SERVICE**

*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.*

***Please Note that there is a similarly-named company, selling Roadster and other spares. To avoid error, please use the contact phone and email details shown in this magazine.***

*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 such parts or cars to your requirements.*

**FOR SALE: TD 1800, 'Marmaduke'** – a treasured family member for 40 years. Age (mine, not his) causes sale. Also included – a complete set of 'Globe' newsletters. The car has been in regular use, and has been re-upholstered, re-chromed, and properly maintained; complete history. Located in Knutsford, Cheshire. £4,000 – contact D Naylor on 01565 634 516.

**WANTED FOR TDC 2 Pistons** for the front brake cylinders as shown in the workshop manual Section R Figure 3 Item C. Please contact Tony Adlard 01544 231627

**WANTED** – the following parts for 1954 TDC: aluminium curved internal wheel arch trims x2; aluminium internal trims to floor of door openings – two large shaped ones to front, two shorter ones to rear; metal trim to front door pillar (carries front door striker plate/catch) x2; curved metal door retainers x2 front, x2 rear. Dashboard knob S & H. Bonnet hinges, boot panel hinge. TDC jack and toolkit. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE: TDB 2093 DL, MAR 521, first registered 15<sup>th</sup> September 1951.** Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14<sup>th</sup> 1983. The car has been garaged since then; the engine was last run in 2014. Fulcrum pins and bushes for both offside and nearside are required, also rear exhaust pipe. Other spares are available as part of the sale. Original handbook. The leatherwork and carpets are in very good order including boot. The vehicle is sold as seen; OFFERS OVER £5,000. Telephone 01525 712 947, J E Washington.



**FOR SALE:** One wheel (no tyre) DRO 4½" Jx 16" SR; 1 wheel (no tyre) 4"x16". Both have just been powder-coated silver. 2x inner front wings for TDB. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 01206 825 319.

**FOR SALE** – set of four wheels for TDB/TDC, reasonable condition, no tyres or tubes, £40 the set; contact Roger Hattson on 01202 922 140. Current location Bournemouth.

**FOR SALE – TDC 1080 DL** I currently have a 1952 Triumph Renown for sale. It is not MOT but has been off the road for a couple of years due to time scale. It was a runner when last used. There is some body work required ie rust on bumpers. It would make a good project for someone who would like to give this car some TLC. Details are as follows: colour black, Chassis Number TDC 1080DL, registration MYX 405, Engine Number TDC1274E. Open to realistic offers only. Contact tel: 01270 668 834

**FOR SALE TDB 2024** registered NUM 629. No MoT, some work required on bodywork. Good running engine and £400-worth of spares and workshop manual will be included in this reluctant sale. More details from David Jones on 07833 059 154.

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

**FOR SALE** - The club now has in stock a restored rolling chassis for a TD 1800 Saloon complete with back axle and front suspension, in excellent condition. All enquiries to Chris Hewitt 01483 282140. Also many other parts available.

**FOR SALE** New dashboards including glove box lids. TDB/C models only. Finished to a high standard and ready for you to apply a veneer of your choice. Also centre instrument panels for these models are available separately. Plus pair of alloy door hinge pillars. Contact Irving Dalton on 01430 860 833

**FOR SALE**, Rear jacking points for TD and TDA models, £65; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary repairs, £65. Postage extra. Keith Gulliford, Tel: 02380 734 832.

**FOR SALE: 1953 Triumph Renown, mechanically sound**, owned for 25 years and in regular use. Longest trip was to Scotland in 2002, reported in the Globe. Reluctant sale, £5,000. Contact Michael Capps, Wisbech in Cambridgeshire, on 01945 464 892. If no reply – please try again later.

#### **SPARES FROM TROC FOR THE 1800 ENGINE**

Bob Hobbs has in stock hoses for the 1800 engine as follows; -

- Top hose £14.75 P&P extra
- Bottom with heater outlet that can be blanked off £13.75 P&P extra
- By pass hose £ 8.00 P&P extra
- also, head gaskets.

#### **NOW AVAILABLE FROM TROC**

**Workshop manuals for the 1800**, reproduced from an original copy and bound in a flat-opening plastic pocket page ring binder. Available from Tom Robinson at £47.50 plus P&P.

#### **WANTED FOR RECONDITIONING**

##### **Bell-crank lever and bracket assembly for the Renown**

The Club is short of suitable old units for reconditioning. If you have one on your shelf or from a car you are breaking, please contact Chris Hewitt straight away. Similarly with steering idlers and rear brake cylinders for the 1800 model for reconditioning.

##### **Also needed:**

Clutch covers            Temperature gauges            Outer door and boot handles  
Clutch centre plates    Carburettors                      Water pumps

- all in any condition; contact Bob Hobbs.

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**IMPORTANT NOTE:** Please be very cautious when fitting any non-standard 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 work you undertake on your car leaves it safe and roadworthy. If in doubt, have work done by a properly-qualified professional. The accounts given in any GLOBE article are only the experiences of the Member, and are no substitute for a manual; we are sharing members' ideas and experiences, not offering guidance on what might or might not need doing on your car.

## KEEPING YOUR RAZOREDGE ON THE ROAD THIS WINTER?

The Holden's winter-preparation theme this year is a focus on batteries. Battery faults are the most common cause of breakdowns and as winter approaches the chances of encountering battery problems are much greater.

Cold temperatures affect the chemical process inside the battery that produces and stores electricity, effectively slowing it down and reducing the battery's ability to hold the charge. The load on the battery increases during the winter - the use of lights, blowers and wipers all put a lot more demand on the battery. Older batteries will typically already have reduced performance and cold temperatures will often drastically reduce this further, to the point where the battery will discharge or go flat very quickly.



Lucas Premium batteries come in a range of sizes to fit many classic cars. They are maintenance free, using calcium technology to give enhanced starting power and come with a 3-year warranty.

**096 - Rated at 70 amp/hours**  
**Length 278mm, width 175mm and height 190mm**  
**£52.88 (ex VAT)**

My own policy with batteries has always been to fit the physically biggest, highest-spec I can find. The battery compartment under the Renown bonnet is 12½" long by 6½" wide, taking a maximum height of 9" (330mm x 180mm x 220mm). I asked Bob Hobbs, our technical guru, if this was a sound approach; but he had some qualifications to the policy.

"In a vague manner, yes! To some extent your scheme is a reasonable one. However, on our cars where the use of the car is perhaps in some cases intermittent, the main cause of deterioration of the battery is the "sulphating" of the plates in the cells. This is where a layer of lead sulphate forms over the entire surface of the plates. This sulphate layer is non-reactive and effectively an insulator. It stops the cell from being able to accept a charging current and makes the cell quite useless. This will happen whatever the size of battery one has installed and a large battery so affected is as useless as a small one.

"The advised capacity of the original battery, in our case 60Ah, is based on the engine size and the power required to crank the engine on a cold day. There is not a lot of merit in vastly exceeding that size of battery unless one spends many hours with the car parked with lights on or the radio doing its thing. The larger the battery the more resources taken to construct it and thus with the environment in mind one should restrict the size to what is necessary to do the job.

"One must remember also that it is a legal requirement under the rules of the MoT that batteries must be physically restrained with a system that can stop the battery from any movement even if the car is upside down. This is for safety reasons to try to avoid fires due to short circuiting the battery terminals. One could hazard a guess that many of our members have "free-floating" batteries because the original clamps corroded away due to the old style of batteries that tended to leak a little acid around the terminals from time to time. It might be a good idea to remind members that batteries must be clamped!"

Lead-acid batteries, as Bob says, lose the ability to accept a charge when they have been left discharged for too long, due to *sulphation*, which is the crystallisation of lead sulphate. Lead and lead dioxide, the battery's active materials, react with the sulphuric acid in the electrolyte to form lead sulphate. This

forms at first in an amorphous state, and easily reverts to lead when the battery is next in use, discharging and recharging. As the battery is discharged and recharged numerous times, however, some of the lead sulphate fails to recombine and slowly converts to a crystalline form that no longer dissolves on recharging. Leaving the battery inactive for a long time – as with a car which is laid up in the winter – allows greater opportunity for this crystallisation to take place.

And now the bad news: Chemical additives have been used ever since the lead–acid battery became a commercial item, intended to reduce lead sulphate build up on plates and improve battery condition when added to the electrolyte of a vented lead–acid battery. **Such treatments are rarely, if ever, effective.**

Over-charging or rapidly charging a battery (rather than trickle-charging) causes electrolysis, where water in the electrolyte turns into its component gases. Since, as every schoolboy knows, water is H<sup>2</sup>O, those gases are hydrogen and oxygen; and that's why battery charging should always be done in a well-ventilated place, and we are careful never to smoke or make sparks in the vicinity. Sealed-unit batteries contain calcium which will absorb the gases, but only at a slow rate, which is another reason why slow is good when recharging.

Bear in mind too that if a battery explodes, in addition to the force of the explosion and the intense hydrogen-oxygen flame, a charged battery's electrolyte mostly consists of sulphuric acid. Being sprayed with that is most definitely to be avoided.

Do take great care out there!



An exploded battery – very dangerous.

## OUT AND ABOUT IN SEPTEMBER AND OCTOBER



Member Alan Bromley from Stoke was out at a hospital fund-raiser with his TDB (pictured left) in September, looking VERY good; and by coincidence, another hospital fund-raiser in Erskine, Scotland saw Ronnie MacDonald out with his Razoredge. Erskine Hospital and Nursing Home is a charitable trust for members of the Armed Forces – very much in our minds these days, as they should be – and Ronnie's elder brother is now a resident. They had organised a

car show held at the Ingleston Country Club and Equestrian Centre near the hospital, which Ronnie was happy to support. In the company of a more modern Mercedes, and with a lovely old Daimler behind, Ronnie's TDC stands up well. Ronnie's other recent outing was to a meeting at a distillery!



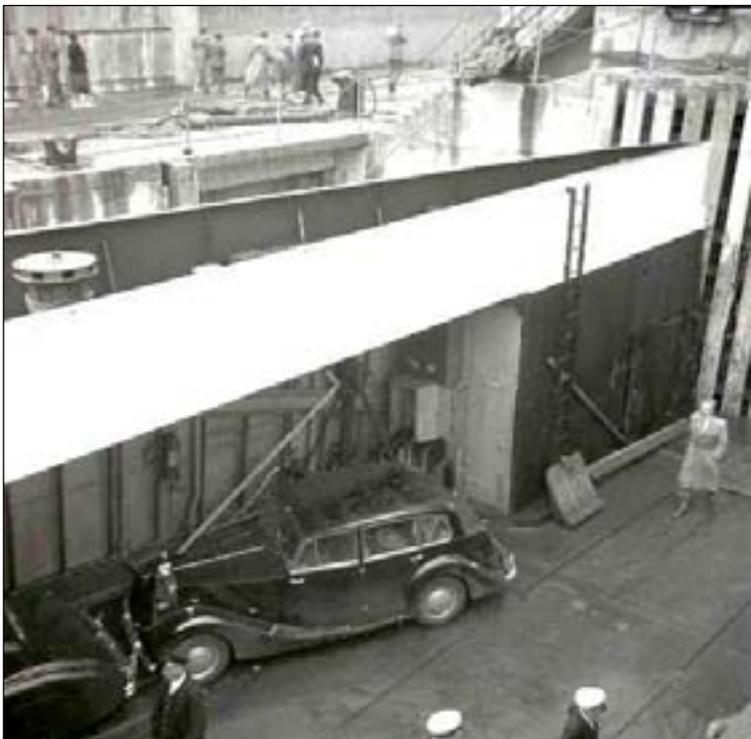
## LORD WARDEN CAR FERRY REVISITED

In our last Globe, an article on the Dover Transport Museum included this image of a large model of the SS Lord Warden.

The Lord Warden was the first purpose-built drive-on car ferry. Launched in December 1951 and entering service in June 1952, she could carry 120 cars and one lorry or bus, and up to a thousand people. Although cars could drive directly off in France, the terminal quay in Dover was not completed until June 1953; so for the first year cars were still lifted on and off by crane. Since she had no bow doors, there was a turntable at the front end of the car deck, and cars were turned one by one so they could drive back down the ship and exit through the stern ramp.



The picture brought back fond memories for our membership secretary Bob Hobbs, who recalled continental holidays from his childhood when, in the family Razoredge which he still drives, they crossed the channel on this very boat. He rummaged through the family photograph albums and was able to provide us with these pictures, neatly tying our Dover article back to the Club and our cars.



The Dover terminal queue above is from a You-Tube contemporary 1950s film clip of the Lord Warden at this URL: [https://www.youtube.com/watch?v=-augQnu\\_4Bk](https://www.youtube.com/watch?v=-augQnu_4Bk) . Sadly, no sign of a Razoredge on that crossing, but car-spotters will find plenty of other noteworthy vehicles of the time.

LKV 541, the Hobbs family TDC 703 DL, safely aboard the Lord Warden in 1954. Bob points out that this was taken on the return journey, from Boulogne to Dover; hence the thick coating of dust on the car resulting from driving on French minor roads.

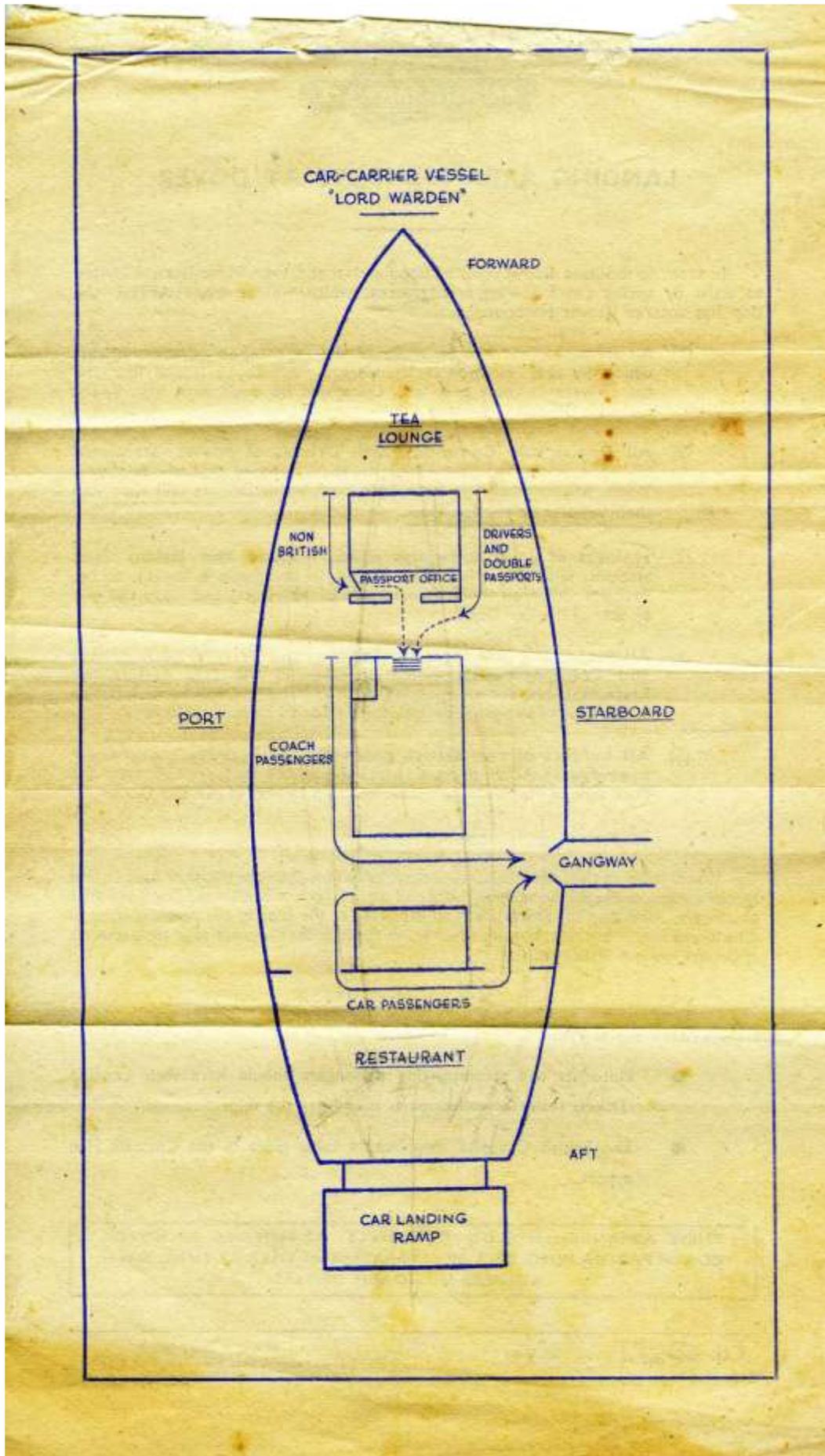


The family continental holiday: Bob Hobbs, with his sister and father, at a roadside refreshment break in Germany, 1955. Mother, of course, is taking the picture.

Bob's father kept a record of the mileage and fuel purchased on their holidays. This 1955 trip, where they continued from Germany down into Switzerland, totalled 2,202 miles on 81 gallons of fuel, giving 27mpg. This was slightly better mileage than the previous year in France (26.7 mpg) when the 92 gallons of fuel had worked out at a total cost of £17-16s. We should remember that in those days a week's wages for a working man would be under £5, and middle-class people counted themselves well-off if they broke the £1,000 per annum barrier, £20 a week. The family continued to take an annual holiday in the car, travelling 1,500 to 1,900 miles, up until 1961; so for eight years. What an adventure such a road trip would seem to us today, in a Renault; when Dirk Devogeleer did 2,000 on the Round-Britain Run in 2014 it took on a heroic quality.

Perhaps Bob would like to consider the Lake Garda and Dolomites trip advertised in our 'What's On' events section this year, and revive his car's tradition of continental touring. Or some other member could take up the challenge?

On the following pages we have a view of the Lord Warden at the newly-built Dover terminal – utterly 1950s in its architecture; the flying-saucer curves which you could build from reinforced concrete, the new wonder-material. Just the ability to put a car-park and roadway on the roof was revolutionary. Seeing those lines, and the curves of the Morris Minor and the VW Beetle on the roof-top roadway, is a reminder of what a strongly reactionary statement the Razedged design of our cars made, resisting all this streamlined futuristic Brave New World. Following that we have a souvenir postcard of the ship, and some related documentation, the evocative ship plan and instructions for drivers and passengers.





BRITISH RAILWAYS S.S. "LORD WARDEN"

6047.

## BRITISH RAILWAYS

## LANDING ARRANGEMENTS AT DOVER

In order to facilitate disembarkation upon arrival at Dover, Motorists are invited to assist by noting the following arrangements which will be made AFTER the ship has entered Dover Harbour.

- (1) An announcement will be made of the registration numbers of cars which, by their position in the Garage, have to be landed first, and the Drivers of these cars will, therefore, be dealt with first by the Passport Officials.
- (2) **All British and Commonwealth Drivers** of private cars should assemble at the Passport Office on the Starboard side of "B" Deck. When passport facilities have been completed, Drivers will then join their vehicles on the Car Deck.
- (3)  **Holders of Joint Passports which include the Driver** must assemble with the Driver (as indicated in paragraph 2 above), at the Passport Office on the Starboard side of "B" Deck, and leave the ship by way of the Car Deck.
- (4) **All Motor Car passengers (other than the Drivers) both British and Commonwealth** should assemble in the area outside the Restaurant, and the examination of their passports will be undertaken at the head of the gangway amidships prior to disembarkation.
- (5) **All holders of non-British passports (both Drivers and their passengers)** should present themselves at the Passport Office on the Port side of "B" Deck, and leave the ship by way of the Car Deck.

*When, owing to tidal conditions, it is necessary to land from the Upper or Boat Deck a special announcement will be made on board and the passports of British and Commonwealth passengers, other than the Drivers, will be examined at the head of the gangway prior to disembarkation. No alteration will, however, be made in the examination of the passports of Drivers and non-British subjects.*

**IMPORTANT TO NOTE:**

- Motorists and accompanying passengers should have their Landing Tickets ready for collection as they leave the ship.
- The British Customs' examination takes place in the Customs Hall ashore.

**THESE ARRANGEMENTS DO NOT APPLY TO MEMBERS OF MOTOR COACH PARTIES WHO WILL BE SEPARATELY ADVISED BY THEIR OWN LEADERS OR COACH DRIVERS.**

## THOSE WERE THE DAYS

Tom Robinson spotted this advertisement when leafing through old copies of *Motor Sport* magazine from September 1967:

FOR SALE: Triumph Renown, original appearance but fitted with 2.2 litre TR engine, gearbox and competition clutch; overdrive. Chassis fitted with anti-roll bars, Koni's levered springs, Aeon bump stops. Sports car performance with plenty of room and cheap insurance. £125 ono.

That brought me a particular pang of regret, for that was the very month and year I bought my first car, for the same price of £125, I believe – a Ford Popular (the new shape, not the old sit-up-and-beg). It was advertised as low mileage, one careful lady owner, and this was true – but unfortunately, I don't think in her 40,000 miles she can ever have taken it over 40mph, with the result that my thoughtless student driving soon resulted in blown piston rings and clouds of thick blue smoke trailing for hundreds of yards behind me. This was just at the time of Julie Driscoll's raunchy 'Wheels on fire' hit, which I took as adding personal insult to the financial injury. I found a retired mechanic who stripped the 105E engine, found the pistons and cylinders not too scarred, and replaced the rings, for £15, if I remember correctly, which was money I could ill afford. It represented a quarter of the term's student grant. (In those days, we were given money to go to University, instead of being charged for accommodation and tuition.) The poor thing only lasted another year before they went again, and I abandoned it to a dealer for a paltry sum and reverted to a motorcycle.



But if only I had shopped around and seen that Renown advertisement! I could have gone on to become (assuming I had treated the car with a little more respect than the Ford Pop) one of the founder members of the Club; I could have enjoyed years of classic motoring, and have raised our family in some style, instead of in the succession of ill-advised and cramped vehicles I found (VW Beetle, Citroen Ami, Nissan 120Y and then a first-generation Micra) – in search of cheap motoring, which was of course a complete myth, in the seventies and eighties. Ah, the dangerous lure of “if only” dreams.

However, one of our present Committee who really did buy a Razoredge in those heady days was John Bath, officially designated our Historian, but in practice also our chief photographer and publicist. He recounts: “In 1970, I had only just bought mine, and my future brother-in-law was helping me tidy it up at his parents' house in a small close in Eastwood, Leigh-on-Sea when this superb original Renown appeared: also a TDB from 1951.

“I went to the adjacent bungalow where the car was parked visiting relations, and asked if he would put his car next to mine, as luckily I had my camera with me.”

John's car was FRD 144, on the right. Both these cars



are believed to be still in existence, but both have since lost their original registration plates. John continues his account: “MGP 100 was easily the best car I had seen in those far off days; and this was some 5 years before the formation of TROC, don't forget.



“Fast forward to 2015 and my FRD 144 (now re-registered, just like MGP 100 sadly) appears in the Telegraph Motoring supplement at the head of a line -up of cars headed for auction...except that I found out that the car was only on loan to the now closed museum and not in the sale. Luckily I have a contact in the auctioneers!

“Also, through a barely believable chain of events, starting with an article in "Classic Cars" for August 2015 on a one-family-owned Rover P6, I found myself talking to the grandson of the late owner of MGP 100

only this very morning. It transpired that his grandparents had replaced MGP 100 with the then brand-new P6 Rover about a year after I took the picture of our two cars together. Unfortunately we have lost track of MGP 100, which became FSL 343 some 10 years ago- it was last heard of appearing for sale on EBay earlier in 2015.

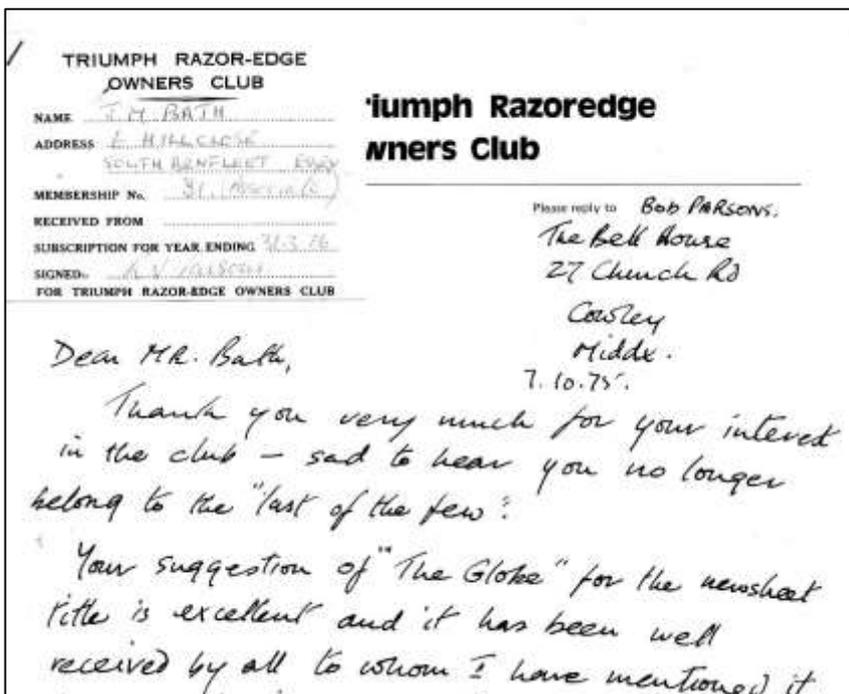
“I have some great unpublished period colour shots from the grandson and am happy to write up the story - with the grandson's help – for a future edition. In the meantime, I wonder if you could put in an appeal for the whereabouts of FSL 343 / MGP 100 in the next Globe?”

It would be really good to link up this fragmentary history of both cars into an unbroken story, so if any member knows where FSL 343, a 1951 TDB, has now taken up residence – PLEASE do get in touch.

Although John ceased to be a Razoredge-owner himself just before he joined the club, he has continued to contribute to our activities unstintingly. I was unaware, however, of his initial contribution to this very newsletter! Tom Robinson sets the context: “It was a chance meeting with the Langtons at a car rally around May 1975 that first

created in our minds the formation of a Club. Bob Peters was included in this germ of an idea because he already had details of some RE owners, and became our first Chairman for a while. From the start I was vice chairman and editor, Stewart Langton was secretary and Bob Parsons was ‘volunteered in’ for treasurer as well as membership secretary. I recall that was because he was the last to arrive at the Northampton meeting.”

Hence it was Bob who replied to John’s membership application; and “The Globe” was born.



**BRIAN DAVID BLACKWELL 1937 - 2015**

I have only recently heard of the sad death of David Blackwell of the Standard Register, which occurred back in May 2015 at the age of 77. David had held the post of Secretary of the Standard Register for nearly 50 years.

The Standard Register was set up to encourage preservation of cars built by Standard Motor Co before 1931, thus dating from well before our own automobiles!

**His connection with TROC Ltd**

His name will probably be familiar only to Tom Robinson and me, as from almost the start of TROC, David provided our Commission Number search service to members from a copy of the Factory Production records. (New arrangements for this Search service will be announced separately, so please do not send any enquiries for the time being.)

However, articles written for *The Globe* by both Tom and me could not have been completed – or at least in one case, even started - without David's assistance and co-operation over the years from those very same Factory records. I had written to him "cold", as it were, in the early 1970's when trying to find out more about our cars - that letter predated TROC formation. It was not until some time later that we finally met.

In some cases, David's copy records were more complete than Gaydon's and I recall that they were passed on to him by the late John Davy, formerly of Standard-Triumph, who saved them from the skip. John Davy also wrote a very interesting and informative book about Standard cars at the time of the marque's UK demise back in 1963. John Davy founded the Standard Register in 1959.

**Potted History**

Educated initially in Bradford on Avon, Wiltshire and then at Tonbridge in Kent, his National Service was to take him to Aden. After National Service he worked initially in Publicity and PR, before joining British Railways, Eastern Region in 1959 (later British Rail) in a similar role where he was to remain until his retirement in 1997.

Nearer in date to our cars, David once owned and ran a Flying Standard V8 saloon- which must have justified its "Flying" prefix! But he generally owned older Standard cars.

David never owned a trailer, and would think nothing of driving a vintage Standard 150 miles in a day.

John Bath