



THE GLOBE

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OK, so it's February already. We still hope you have a great year,
and besides this picture was too good not to use.

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(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. Triumph artwork reproduced by permission of British Motor Industry Heritage Trust. "THE GLOBE" is the official newsletter of TROC LTD.

EDITORIAL

Somehow I have got myself on the mailing list for *Classic Cars For Sale*, and their offerings are occasionally interesting. They rarely get back quite as far as our era, and the theme for this week – “Cars from the Fifties that you could afford to love” – was in fact all late fifties and early sixties. Some might have been tempting: a 1959 Wolseley 15/60 with only 47,000 on the clock would have been my choice. However, it’s priced at £7,750, which seems quite steep. A 1962 Rover P5 was claimed to be in exceptional condition – which big sumptuous cars often are, because people don’t often thrash them around the way they might have the Sunbeam Alpine or the Ford Zephyr convertible – but they wanted £9,950 for the Rover. Knowing that we have perfectly good cars in our ‘for sale’ section at £4-5,000, it seems all wrong. Somebody buy these cars! Take them home, live with them, use them!

Our **Club Rally** on Sunday 26th June this year should be something really special. In the company of the Triumph Roadsters and the Mayflowers, we meet at Hatfield House, Hertfordshire. The house and gardens are both well worth a tour, and there is a children’s adventure play area, so there will be plenty to do, even for those whose interest in classic cars is less strong. As usual, we have nominated a hotel where there will be a dinner on the Saturday evening – for those resident at the hotel or not – and details for booking will be found on page 107. We hope that as many members as possible will be able to join in.

Before that, in March we have the **Club AGM**, at which reports of activities for the past year will be presented and the management of your club will be discussed and confirmed for the year ahead. *The full Agenda will be found overleaf.* The meeting takes place at a different venue from the past few years. We are not at Gaydon, but at the recently-refurbished **Coventry Transport Museum**, in the Bettmann suite, named in honour of the founder of Triumph who went on to become Lord Mayor of Coventry. As usual, we start at 10:30am. The club’s Constitution has been updated, and this needs to be ratified at this meeting; there was a copy of the draft new document in the December Globe. **All members are entitled to attend, to speak if you wish, and to vote;** or you may wish to write to the Chairman to make your feelings known, or to ask questions. *Editor*



Our cover pictures for this issue:

Front – Non-member Tomas Malan took this sparkling seasonal image in the Czech Republic, and shared it via Mick Harris’s Facebook *Triumph Renown Restoration Group*. It’s an excellent forum – if you have internet, go to Facebook and search for **Triumph Renown** – it’s easy.

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED
Reg No. 2886923

FORTIETH ANNUAL GENERAL MEETING
SUNDAY MARCH 13TH 2016

To be held at the **COVENTRY TRANSPORT MUSEUM**, in the Bettmann Suite, commencing at 10:30am, when coffee will be available. We hope to complete the formal business by lunchtime, leaving members the rest of the day to look over the recently-refurbished museum.

AGENDA

- 1 Chairman's welcome and address
- 2 Secretary's report, including Minutes of the last AGM and matters arising
- 3 Club Constitution
- 4 Magazine Editor's report
- 5 Membership Secretary's report
- 6 Spares Secretaries' reports and adoption of the spares account
- 7 Treasurer's report and adoption of income and expenditure account
- 8 Membership fees
- 9 Historian's report
- 10 Election of Committee Members for the term April 2016 to March 2017
- 11 Date and venue of the next Annual General Meeting (to be advised by the Globe magazine)
- 12 Any Other Business

TROC Car "Birth Certificate" Service - new charges and system

Following the sad death of David Blackwell as reported in the last issue, we can inform members that the production records are safe and still in the hands of a long-term member of the Standard Register. The less good news is that the very modest previous charges have increased, though **at £15 per certificate**, these are still much cheaper than the fees charged by Gaydon.

Please note that the information available for early 1950s cars is limited to:- the date of production, the original colour of body and trim, and any factory-supplied extras. No registration number is shown, as this was provided by the dealer making the sale.

New procedure: please send a **cheque for £15 payable to the Club**, to Bob Parsons direct - not to me please - and then email me with your commission number.

NB. We can get a certificate for most Standard-Triumph cars produced in the 1950's, but **not** for the majority of earlier pre-Renown cars, so email me first please for requests for 1800 & 2000 saloons at:- **packard-xgb@tiscali.co.uk** for the early cars only, so that I can check availability.

With thanks, John Bath

ANNUAL RALLY 2016 AND ANNUAL DINNER

As promised, here are some more details of this year's annual rally, to be held at Hatfield House on **Sunday 26th June**. This year we are to be joined by both the Triumph Roadster Club and the Triumph Mayflower Club and so it promises to be a great event.

The Rally details

The rally will start at 11am on Sunday 26th June at the site of the old Royal Palace, Hatfield house (unless you want to help set up, in which case please let me know and you will need to turn up earlier!) We will NOT be using the normal public entrance but will gain access through a gate directly opposite the Hatfield railway station and then enjoy a short drive round the one way system through the park to the rally area itself. This is in the park just outside the formal gardens and right in front of the main entrance to the house. Members in modern cars will be parked on the tarmac of the adjacent staff car park which adjoins the rally site. Should you wish to see more you can do this by visiting their website which is: <http://www.hatfield-house.co.uk/>.

When you get to the entrance you will need to show the front cover of an edition of the club magazine to get in and to take advantage of our special group rates. We will have two choices for tickets: either for the Park and West Gardens (a formal garden surrounded by a massive yew hedge) at £7 per adult and £6 children, or for the Park, West Gardens and the house itself at £13 for adults, £8 children. If you buy park and Garden only and decide later that you'd like to visit the house then the 'upgrade' is at the normal public rate of £8 from the nearby public ticket office.

Near to the rally site, through a gate, are shops, toilets and a restaurant. Dogs are allowed in the park (but not the house or West Garden). We hope to see you all there on the day at this fabulous location, but in the meantime if you have any questions then please do contact the Editor, or Clive Lungmuss; details are inside the front cover of the magazine.

The Hotel and Annual Dinner

NOW is the time to reserve your room at the old coaching Inn of the **White Horse Hotel** in Hertingfordbury, about seven miles from Hatfield House, where the Annual Dinner is to take place. The secluded rear area of the car park will be sectioned off for us, and the dinner will be held in the main restaurant in an area separated from the main dining area. There will be three courses followed by tea and coffee and the cost will be £25 per head. The menu is shown at the end of this article.

So, please book your room for the night before the Rally (Saturday 25th June) for the dinner and, for those who want to, for the night after the rally itself (Sunday 26th June). The number for the hotel is +44 (0) 1992 586791 and say that you are from the Triumph car club or quote 'block booking reference' CARCLUBDINNE (with no final R) to ensure that you get our special rate: double/twin rooms £80 for one night and £130 for two nights bed and breakfast. The equivalent for single rooms are £70 and £110. We have reserved a number of rooms on a first come first served basis so please do remember to book early to be sure of getting one.

Then please could you send **Tim Newing, Triumph Roadster Club Events**, 34 Stewkley Road, Wing, Leighton Buzzard, Beds, LU7 0NE, your choices from the menu below; together with your cheque for the meal (made payable to The Triumph Roadster Club Ltd) so that he can collate things for the kitchen before the event. Drinks to go with the meal can be ordered from the bar on the night and payment for those made direct to the hotel. We are grateful to the Roadster club for taking on this task.

We suggest you keep a record of your selections on the form below – no-one ever remembers when the meal arrives, and it can get very confusing!

Annual Dinner Menu

	Name of diner/s	1	2	3
	Starters			
1	Fantail Of Honeydew Melon, Seasonal Berry Compote (V)			
2	Ham Hock Terrine, Homemade Chutney, Petit Salad			
3	Classic Prawn Cocktail, Marie Rose Sauce			
4	Leek And Potato Soup, Peppered Croutons (v)			
	Main Courses			
5	Chicken Supreme, Wrapped In Bacon, Pommery Mustard Sauce			
6	Scottish Salmon Supreme, Vine Tomato And Chive Butter Sauce			
7	Roast Sirloin Of Beef, Yorkshire Pudding, Caramelised Onion Gravy, Fresh Horseradish Sauce			
8	Baked Stuffed Sweet Pepper, Ratatouille Vegetables And Dressed House Salad (V)			
	Dessert			
9	Rich Chocolate Tart, Vanilla Chantilly Cream			
10	Sharp Lemon Tart, Raspberry Puree			
11	Apple And Cinnamon Crumble, Vanilla Custard			
12	Assorted Cheese & Biscuits			
	Followed by			
	Tea/coffee and chocolate mints			

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

GAYDON HERITAGE CENTRE: CHANGE OF NAME

Gaydon Motor Heritage Centre has changed its name to become the **British Motor Museum** and re-opens on February 13th. They say they have updated and upgraded, and "visitors will be impressed with the changes we have made." They have a programme of free family half-day activities.

If any member is drawn to give it a try, please do send us your impressions and comments, so that we can share with all.

HOW DO YOU MAKE A TDC WING FIT ON A Mk 1 FORD ESCORT?

Tom Robinson

Way back in 1974, a year before TROC was formed, I set about the task of sourcing Renown rear wings as mine were in poor condition. Remember, this was before the electronic age we take today for granted and magazines catering for our interest were extremely few.

I had a feeling that if any wings were to come to light, these would be located in some remote country district where the turnover of spares would be much lower and maybe garages would hold on to items for which there was very little call. So, armed with pencil and paper I visited the local reference library and copied out of relevant reference books, details of garages with Standard Triumph dealerships in remote parts of the UK.

I literally wrote to places from John O'Groats to Lands' End and the Hebrides and I received some responses, most of which regretted that all parts had been scrapped or disposed of. However, The Lion Garage at Tregaron told me that they had an unused o.s. front wing which I could have for £15. This I could not refuse, so I promptly telephoned Mr. Jones and said I would have it. At this stage in early razor edge ownership, I did not realise that the TDC front wing was three inches longer than the TDB version, so I suppose it was a fortunate chance that the wing turned out to be a TDC type.

Once the euphoria of this wonderful purchase had died down, my wife asked me if I had given any thought as to how we were to get the wing home, after all, Tregaron was about 170 miles away and carriage charges would be somewhat prohibitive, so using our Ford Escort was the only option. At that time, the Robinson family consisted of we two, plus an eight-year old son and a golden retriever and none of them were anxious to miss out on this adventure.



By measuring the length of the wing on the Renown, we found out that this was similar to the overall length of the Escort, but how were we to get the wing on board? Well, one of those flashes of inspiration that comes to one in the small dark hours, came to me the following night.

By fixing a luggage carrier to the roof of the car and armed with two long planks of wood and yards of strong twine, we felt that the wing could be carried safely home. We calculated that with the narrow part of the wing over the bonnet and tied down to the front bumper, the

'curve' of the wing would be accommodated over the boot. This would all work well, providing we did not need to open either the bonnet or the boot on the long journey home.

We made an overnight stay in Newcastle Emlyn on the outward journey. This was the first time we had been into Mid-Wales and we found the scenery wonderful. The following morning, we were soon in Tregaron and found the Lion Garage where Mr. Jones greeted us. There was the wing, all in primer with a label declaring 'Aberystwyth Tractors' on it. Happily, our calculations had proved to be correct as the accompanying photograph will show.

Loading was quite straightforward and soon our strange load was made secure for the long journey home. A fascinated lorry driver enquired about our load when we paused in Market Drayton, otherwise nothing untoward occurred and we reached home safely. Years later, the wing was fixed on the car; the culmination of a strange adventure.

Photo by Tom Robinson

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.)

13th-14th February

The **Footman James Great Western Autojumble** takes place at the Royal Bath and West Showground, Shepton Mallet, Somerset. This includes an auction sale of classic cars.

18th-21st February



The **London Classic Car Show** continues into its second year. Expect some very special, rare, and very expensive cars. Admission from £21.50 to £62 plus a booking fee (they charge extra for selling you a ticket), so not very cheap to get in, either. It is at the ExCeL centre, where they still believe that misapplication of capital letters is an exciting and trendy thing to do.

Saturday, 20th February



At **Silverstone**, the **Vintage Sports Car Club** holds the **62nd Pomeroy**, where classic pre- and post-war sports cars compete in tests of speed, agility and braking. Renowns would not qualify to take part, and besides... agility? Also you need to hold an MSA Race Licence. However, the chance to watch our nippier colleagues having a go will be quite stimulating, I would think. Laurence Pomeroy was not the originator of the event, but did create the formula used to be able to compare engine power, and he presented the Cup awarded at the first meeting in March 1952. Cars have to be street-legal, and there's a two-point penalty for trailering your car to the event instead of driving it; cars are further required to be able to accommodate two standard-sized suitcases. This re-creates the spirit of early motoring events; it is intended for any motor enthusiast to drive up in his or her car, and have a go. Over the course of the day competitors take part in various tests including a high-speed regularity time trial.

Saturday, 20th February

Starting from Over Hall near Cambridge, and finishing a gentle 56 miles later at Oxburgh Hall in West Norfolk, the **MGOC Snowdrop Run** welcomes other classics as well as their own MGs. Places are limited. An application form is available at <http://cambsmgoc.com/snowdrop-run/>. This year they may have difficulty finding the snowdrops – we had daffodils out on new year's day.

Sunday 28th February

Newark 'Normous Autojumble, at the Newark and Notts Showground; opens to the public at 10:30.

5th - 6th March

Practical Classics Restoration Show at the NEC, Birmingham. Once in a while everyone should attend one of these – so much going on, with demonstrations, hands-on events, masses of stands of all kinds.

Sunday 13th March 2016

TROC Club AGM at the Coventry Motor Museum, 10:30am. Details and agenda: see Editorial and page 106.

19th - 20th March

Manchester Museum of Transport Spring Festival, Cheetham Hill, Manchester. Stalls selling transport-related memorabilia: bus ticket machines, photographs of trams and trains, and actual bus stops.

Sunday 20th March

The **North Yorkshire Classic** – a proper Rally, with off-road speed sections and tests. Enjoy inspired motorsport in some of England's loveliest countryside. **Don't** enter the Razoredge! Wrong sort of rally.

Sunday 20th March

Bentley Drivers' Day at Brooklands: take a look at our posh cousins as they are put through driving tests on the banking and home straight.

25th – 28th March

South Devon Railway Easter Transport Extravaganza: steam trains, diesels, and fairground rides, plus a number of classic cars. Contribute your Razoredge to the attractions to be seen, and enjoy a great day out.

27th – 28th March

Medway Festival of Steam and Transport at Chatham Naval Dockyard: is one of dozens of events over Easter weekend – where will you be?

Send us some pictures, and a little report!

6th – 12th 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. 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.

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 9th, and the cost £697pp.

Sunday 26th 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. 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 and the Mayflower Club will be joining us this year.

Please do put the date in your diary NOW!

See the following pages for one further special 'What's On' item.

A PERSONAL INVITATION TO A CONTINENTAL MEETING

from Bernhard Ruest

The Swiss Classic British Car Meeting in Morges on the shores of the Lake Geneva always sees a remarkable attendance with all kinds of cars. A good place too; I was there with my Triumph Italia some years ago. Cars from 1940 to 1949 will be grouped together (and it is very attractive there indeed); Razoredges will be very prominently presented.



Bernhard's 1800 preparing to emerge from its period of restoration

As my 1800 will near the end of the complete retrim (dashboard found among The Globe's ads; headlining, door trim, seating, carpets) with leather to Rolls Royce's standards, I hope we can be proud to show our Triumphs.

As TROC member Jacques Faerber lives on these shores, it won't be a long way for him and I'm already looking forward to meeting him.

If nothing goes wrong I will be there; but it is still to be confirmed.

Best wishes, Bernhard.

From the organisers: **We wish you a very Happy New Year**, full of good health and many enjoyable hours driving your British car.



TROC member Jacques Faerber's TD in Morges, October 2015.

Image by kind permission of Stephen Butterworth; find more of his

work at http://www.entourage-butterworth.net/Car_Galleries/en/morges-current/index.html.

The photographs of the 3rd Oct 2015 rally are now on the website at http://www.british-cars.ch/photos_a.html

For the 2016 edition of the Swiss Classic British Car Meeting we are again hoping for great weather and we have one unusual anniversary celebration,

The guests of honour in 2016 will not be a single make; we propose celebrating the **70th anniversary of the resumption in 1946 of car and motorcycle production in Britain**, after the Second World War.

We would like to put together a display of all British cars and motorcycles manufactured in the years 1946, 1947, 1948 and 1949. British cars and motorcycles manufactured from 1940 to 1945 are also welcome of course, but these are even rarer.

We will attempt to re-create in Morges the British contingent of the first post-war car exhibition in the UK, the 1948 London Earls Court Motor Show. Owners and passengers in period dress will be particularly welcome.

If you own a British vehicle built between 1940 and 1949, please reserve Saturday 1st October 2016 to put your treasure on display in Morges on that date. And if you know other owners of British vehicles built in 1940 to 1949, please visit the link http://www.british-cars.ch/index_a.html.



They decided to rustle up a quick picnic. Note the silver cake stand.

Motorbikes will again be grouped together on the quay next to the Old Port.

The quays will welcome all other British makes and models, as long as they are 20 years old or more. Sadly, due to space restrictions, modern Range Rovers, Land Rovers, Jaguars and New Minis less than 20 years old will not be admitted.

We also would like to remind you that entrance to the Swiss Classic British Car Meeting is free to all participants and the public thanks to the generosity of our sponsors.



WELCOME

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The guests of honour in 2016:
All British cars and motorcycles manufactured in the years from 1940 to 1949

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In collaboration with :



FREE ENTRY FOR PARTICIPANTS AND PUBLIC

1st October 2016

in Morges, Switzerland

on Lake Geneva

SWISS CLASSIC BRITISH CAR MEETING
 25th



1947 MG TC

A gathering of over 1500 British cars and motorbikes open to all, as long as they are 20 years old or more.

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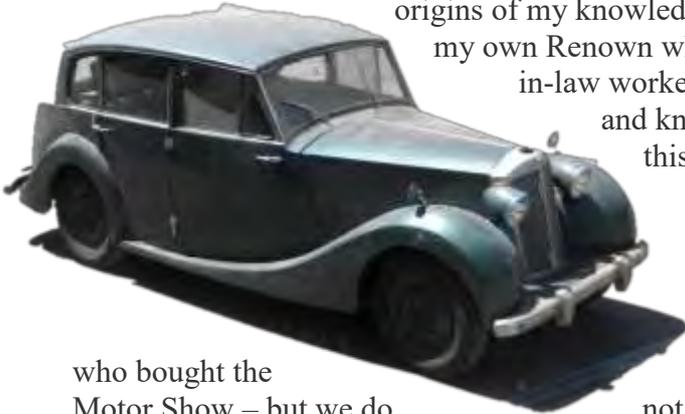


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IT'S A LONG STORY: THE REDISCOVERY OF WHK 467

It is fitting that John Bath, as our Historian, recounts the first chapters of TDC 1507, known to the wider world as WHK 467.

“The most recent story of this Jade Green Essex-registered car came to light in December 2015, but the origins of my knowledge of the car go back to 1970 at the time when I bought my own Renown whilst living in the Southend, Essex area. My late father-in-law worked for most of his life in the local authority (Southend) and knew Jim Fincher – the long-term (and third) owner of this car.



who bought the Motor Show – but we do not know if it was on the Standard-Triumph stand there. It was first registered in May 1953. He was a Dr Sanger; and the second owner was Peter Whittingham, also Rochford-based, who owned a Motor Engineers / new and used car garage, and who then sold the car to Jim, a family friend. Whittinghams still survives to this day, still in Rochford.



Jim did a lot of mechanical work on the car, and it seems there was also some rear-wing damage at one time that was not professionally repaired. Nevertheless, the car did get used by Jim extensively, and his son Robert too, after Jim bought a replacement – and more up to date- Mark 2 Jaguar. For instance Rob took the Renown all the way to Devon on one holiday.

Jim worked in the Borough Engineer's Department for most of his career. It was here that he knew my late father-in-law, who worked in the same department for a time, after the war, before he himself moved within the same building to the Borough Treasurer's department.

When I was told about Jim's car, very similar to mine, I naturally wanted to meet Jim and his son Rob, and on one occasion we took our two cars to a Triumph Roadster Club regional pub meet in Brentwood (this was well before TROC). On the way back Jim flashed me to stop, so Rob could take over in their car, in order for him to hitch a ride in mine. Frustratingly, I took no pictures of the two cars together – or indeed any of TDC 1507, as I saw it so regularly.

As the story of the car resurfaced recently, I resolved to see if I could track down the Fincher family to tell them the good news that the car they sold in 1981 still survived some 35 years later. Whilst it was likely that Jim would have passed on, could I perhaps trace son Rob?

Time now to contact the local paper, the Southend Evening Echo, I thought, though my heart sank a little as I had to fill in an on-line form, rather than simply email the story. Would this be the end of the



trail? But not long after submitting the form, I was phoned by Chris, Chief Reporter of the Echo who said she was interested in the story for publication. Great news!

That same day, emails between Basildon (the paper's HQ), Surrey and Switzerland flew back and forth and my hopes rose that we might be able to track down Rob. On 13th January 2016 the story was both on the website and in print, and local contacts ensured that I got not one but 2 copies of the piece in the post. A relevant comment on the webpage from a member of the extended Fincher family raised my hopes even further.

It was really good when Rob phoned me in response to the Echo piece, on 16th January. As Robert has spent a number of years living and working in Botswana, it was very fortunate that he had returned, permanently, to the Southend, Essex area - living now in Rochford- and was alerted to the press article by a couple of relations, as he does not regularly buy the paper himself.

Sadly both of Rob's parents had indeed died, but I was able to find out much more about the car which had meant a lot to him too, as owner for a time. Robert has a number of pictures of WHK 467 and I am hoping he will let me borrow them for scanning, for future publication in The Globe and onward transmission to the present owners to complete the picture.

Jim and Rob had owned this car from early 1960's right through to 1981, when it was exported to Germany, to long-term Razoredge enthusiast, Karl-Heinz Klementz."

John Bath ~ January 2016

Karl-Heinz Klementz has been a long-time member of TROC and keen supporter of the club. He has submitted items to this magazine, and has owned more than one Razoredge. It is not yet known how long he owned this car, but it next came to our attention in December 2015, after it had been sold to a scrap dealer, Herr Zaugg.

Bernhard Ruest takes up the story.

"From the scrappie (Mr. Zaugg, who has a good heart and was very helpful, probably never really had the intention to scrap the old girl) it came to Mr. Vogel, responsible for therapies in a psychiatric clinic. He then thought, that it would be a shame to let it be destroyed, but then bought an old Mini (a shame too, in fact). What's good about it: he sold it on to the college! A car with so much luck has to be saved, even if it would only be for its history!



This is a picture of Mr. Vogel, who (at home) has restored a Trabant, a Volkswagen bug, and others."

Mr. Vogel, deciding the car should be saved (one of the many!)

The college which Bernhard mentions was the Technische Berufsschule Zürich, Ausstellungsstrasse 70, Zürich – that is, the Zurich Technical Vocational College, Exhibition Street, Zurich. A lecturer at this institute had contacted Bernhard, seeking plans for the wooden frame of the rear end of the car; and Bernhard, remembering that the Club does have these paper plans, had contacted us. It appeared that they wished to undertake a restoration, for the students to learn how a wooden-frame coachbuilt car is constructed.

This seemed such a brilliant idea that John Bath and myself became quite agitated, and I contacted Bob Hobbs and Tom Robinson, suggesting that we should do all we could to encourage this initiative, perhaps going so far as conferring honorary TROC membership upon the College so that we could sell them the parts they need.

Bob Hobbs was able to reply – coincidences neatly dovetailing together – that our newest member of TROC at that point was Andreas Wernli, a lecturer from Switzerland, and that he had registered with the car details of a TDC 1507, UK registration WHK 467. We have since supplied the paper plans they needed, and Herr Wernli has sent us pictures of the work in progress. Doesn't that warm the cockles of your heart?



Perhaps we should sell the story to Disney, thus securing our financial future and enabling us to create a Rest(oration) home for tired Razoredges. Or perhaps one real happy ending is better than my over-ambitious pipe-dreams.

We hope to have further information towards filling in the gaps in the story in a future edition.



As Bob Hobbs pointed out – just look how clean that floor is! They know how to run engineering courses in Switzerland.



THE LURE OF THE FORTIES

After having been visited by a Spitfire at our last Rally (see back cover), some members decided to journey back in time and return the compliment. Here we see the ladies of the Sinagola family travelling to support our brave boys in blue -



- whilst a suspicious-looking chap is detained by our alert and stalwart bobbies, below. You can't be too careful – walls have ears.



The shifty-looking chap in the brown Fedora is in fact our own Graham Sinagola, who also provided the pictures.

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 15th September 1951. Engine No V4636FJ. The vehicle has had 3 owners since new. The last MoT expired May 14th 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.		

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.

GLITTERING NEW-YEAR IMAGE FROM THE CZECH REPUBLIC



The photograph of Tomas Malan's immaculately-presented two-tone Renown, above and on our front cover, is a reminder that we know of at least three Razoredges in central Europe which are not currently in the Club. Brian Wade found Vali Petrescu, below, in Romania whilst on holiday; and we know of at least one other which has been sold for export to Poland.

Language might be a barrier – my spoken Czech extends to “Please show me the way to the chemist's” and no further – and I find it a miracle that Czech schoolchildren learn to count at all. ‘Jedno, dve, tři’ is fair enough, but four is ‘čtyři’, where that ř thing is pronounced like rzh, as in Dvořak. How on earth do you get beyond that?



However, I feel we should be making an effort to attract and support Razoredge owners wherever they might be. If any members can think of good ways of reaching out – or if any of us know other European or international potential members – do please speak up, or encourage them to contact us, even if they don't intend to join. Just to be aware of the existence of the cars would be good.



This attractive white Triumph "1800" Saloon is the property of Gloria Gay, the well-known dance band leader. At the moment she is in Portugal playing in the leading cinemas with her top ranking all star ladies dance band for a three months season. Gloria Gay's French Poodle "Jane" is her constant companion and must be the only dog to have visited every major music and dance hall in the British Isles.



JUNE, 1947

STANDARD CAR REVIEW

VOLUME 9 NUMBER 5

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IT ALL STARTED HERE, AT 9:26AM ON JULY 6TH, 1895



"Micheldever Station" by Kelvin Davies. Licensed under CC BY-SA 2.0 via Commons - https://commons.wikimedia.org/wiki/File:Micheldever_Station.jpg#/media/File:Micheldever_Station.jpg

This is Micheldever Station, built in 1840, and the starting point for the first ever automobile journey in Britain.



The vehicle, a Daimler-engined Panhard-Levassour, had been ordered from France by the Hon Evelyn Ellis (1843-1913). It was transported across the channel by ferry, and then to Micheldever Station by train. Ellis received delivery on the platform and drove the vehicle to Datchet, deliberately testing an Act of Parliament that required all self-propelled vehicles on public roads to travel at no more than 4 mph and to be preceded by a man waving a red flag. Ellis was not arrested, and the Act was repealed in 1896.

The Hon Evelyn Ellis in his Panhard-Levassour at Rosenau in Datchet 1895
(picture courtesy National Motor Museum Beaulieu)

We set forth at exactly 9.26 am and made good progress on the well-made old London coaching road; it was delightful travelling on that fine summer morning. We were not without anxiety as to how the horses we might meet would behave

towards their new rivals, but they took it very well and out of 133 horses we passed, only two little ponies did not seem to appreciate the innovation. On our way we passed a great many vehicles of all kinds (ie horse-drawn), as well as cyclists. It was a very pleasing sensation to go along the delightful roads towards Virginia Water at speeds varying from three to twenty miles per hour, and our iron horse behaved splendidly. There we took our luncheon and fed our engine with a little oil. Going down the steep hill leading to Windsor we passed through Datchet and arrived right in front of the entrance hall of Mr Ellis's house at Datchet at 5.40, thus completing our most enjoyable journey of 56 miles, the first ever made by a petroleum motor carriage in this country, in 5 hours 32 minutes, exclusive of stoppages and at an average speed of 9.84 mph.

In every place we passed through we were not unnaturally the objects of a great deal of curiosity. Whole villages turned out to behold, open mouthed, the new marvel of locomotion. The departure of coaches was delayed to enable their passengers to have a look at our horseless vehicle, while cyclists would stop to gaze enviously at us as we surmounted with ease some long hill. Mr Ellis's motor carriage is a neat and compact four-wheeled dog-cart with accommodation for four persons and two portmanteaus. The consumption of petroleum is little over a halfpenny per mile and there is no smoke, heat or smell, the carriage running smoothly and without any vibration.

- by Frederick Simms, Ellis's passenger on the first drive, and a pioneering engineer in his own right.

The route took them within sight of Windsor Castle, the road crossing the Long Walk; Ellis's house in Southlea Road being just across the river from Windsor Great Park. The following year Ellis was to be the first person to drive the Prince of Wales, later King Edward VII. Another close neighbour in Datchet was Douglas Scott-Montagu, also instrumental in the early history of the motor-car in this country – as described the Globe's August and October editions.

Ellis later became one of the first directors of the original Daimler Motor Company in Coventry and was one of the founders and vice chairman of the RAC.

We note with interest that the construction dates of our cars, from 1946 to 1954, are just half-way between the present day and that historic first drive. The age of our cars, at 60-70 years, is now slightly more half the age of motoring itself. The events described above might seem like another world, but it's not so very long ago, in the greater scheme of things. Ellis died in 1913, and his neighbour Scott-Montague died in 1929, but his son was the Lord Montague whose passing we recorded in October last year. Only two generations, spanning the whole history of motoring in Britain.



I tried to have Google Earth produce a map of the route to give readers a clearer impression of the historic trip, but the route-finder would insist on using the M3. I doubt that Evelyn Ellis would have gone that way. It was a Saturday, and the traffic's always terrible.

In 1996, Ellis's granddaughter Miss Denise Critchely-Salmonson, appeared with Neil Cossons, Director of the Science Museum (where the car is currently held), purely as a static display, at the start of the Centenary London-Brighton Run.

Photograph by Elizabeth Bennett for the Veteran Car Club of Great Britain

A SWISS HISTORIC VEHICLE



Now: no jokes about the Swiss Navy, please. Switzerland does in fact have a significant boatbuilding yard, the ZDG (*Zürcher Dampfbootgesellschaft*, or Zurich Steamboat Works), and several of the Swiss lakes are large enough to require proper policing and management. The largest, Lake Lemman (Geneva), forms part of the international border with France.

Tom Robinson found this 1914 paddlesteamer, the *Stadt Rapperswil*, on 23-mile-long Lake Zurich. He was hoping to arrange for a photograph of it with Bernhard Ruest's 1800 TD, but arrangements fell through. A pity – this

would have been a good sequel to our story in the last edition about the Lord Warden, the first drive-on car ferry, with Bob Hobbs' TDC aboard.

We understand they are going to try again in September, but this may depend on the condition of the *Stadt Rapperswil*, since it ran aground during heavy winds in July 2015 and sustained damage. She has a sister-ship, the *Stadt Zürich*, built in 1909, which still plies the lake on Sundays.

Tom enjoyed our reminiscences of the continental holiday crossing the channel by car ferry, but says "The only RE story I can respond with was when we took our car and five others to Mid-Wales in 1992 for a week's holiday 'doing' the narrow gauge railways.

"All six RE cars were parked in a line alongside the little railway station at Fairbourne whilst we all toured the workshops. Upon returning to the cars we overheard one old lady, a local, ask a neighbour who had died?"

Regards, Tom.



Images: Tom Robinson

FURTHER NEWS OF THE FLORIDA TWO-DOOR



Bob Hobbs has been contacted by the new owner of TDC 2, which was reported being discovered under heaps of leaves in a crumbling lean-to shed in Florida, in our August edition last year. Robert Pearcy says he would like to return it to something more like its original appearance, and is considering his options. We wish him all the best!

