



THE GLOBE

VOL 48

NO 2

JUNE 2022



Mystery time-travelling TDC reappears

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS
Website: <http://www.trocltd.com>
(Affiliated to the Federation of British Historic Vehicle Clubs)

**MEMBERSHIP SECRETARY AND
MAGAZINE EDITOR**

Roger Stone, 1 Oak Cottages, Westmarsh, Canterbury, Kent CT3 2LS
Telephone 01304 812 511 or 07763 385 685 Email editor@trocltd.com

SPARE PARTS: Available to paid-up members only.

Note that our spares officer and all members of the committee are volunteers working on Club tasks in their spare time. Please be considerate and telephone between 18:00 - 21:00 hours UK time, on **Mondays**.

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

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.

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

EDITORIAL

Dear TROC Members,

The important bit first: **if there is a membership reminder slip with this Globe, then according to our records you have not yet paid your subs for this year. This will be your last newsletter from the Club. Please contact MembershipAdmin@TROCltd.com or ring 01304 812 511.**

If there is NO membership reminder then we HAVE received your 2022-23 subs – thank you very much for your continuing support, and for subscribing promptly.

Almost as important – **now is the best time of year to get out in your car: how about taking a picture or two to send in for the 2023 Calendar?** We need good Razoredge images from all around the world, reflecting all the best aspects of Razoredge ownership – including workshop activity as well as enjoying the scenery, and anything imaginative and different you can think of. Email or post your submissions to the Editor – contact details are inside the front cover.

We have a special appeal this month for someone who can help the Club develop its new website and possibly even a video-clip channel on You Tube. Our plans, and a description of what's needed for the new role, are outlined overleaf. If you think you might be able to assist, do please have a read-through, and see if this might be you. It does not necessarily require much experience in website-building, as we can offer training - but you will need to be the sort of person who has the patience and attention to detail necessary for working with computers (quite rare!). *This is not necessarily limited to members in the UK.*

Just look at the splendid list of new members at the foot of the page! We are usually able to welcome one or two in each edition of the Globe, but this influx of new blood is excellent. Welcome, all of you. They also bring two new cars not previously known to our records, and two long-lost cars reappearing.

PLEASE NOTE: There is a change of day for contacting Bob Hobbs about spares – it's now **Mondays**, please, not Tuesdays.

Hoping to see as many members as possible at Quorn and Woodhouse on July 10th!

Editor

We welcome new members:

- 1287 Phil Heycock of Weston-Super-Mare, Somerset, seeking a car
- 1288 Robin Gibson of Malvern, Worcestershire, seeking a car – more news in the next edition
- 1289 Jill and Barry Reece of Halesworth in Suffolk, who have taken on YXS 717, TDB 2342.
- 1290 Paul Damon of Wisbech in Cambridgeshire, who has purchased MSL 546, TD 702 – a very early car which has been laid-up in storage for many years
- 1291 Roger Lewis of Rochford in Essex, who has purchased two Razoredges: GWF 90, TD 3176 and FPM 849, TDB 3152, which will both be used in his wedding hire business.
- 1292 Andrew White of Bodmin in Cornwall, who has JWU 439, TDB 523.
- 1293 Alfred Brandt, of Vienna, who has OXL 481, TDC 2541 DL – *a mystery car reappears! See p34.*

Our cover pictures for this issue:

Front – New member Alfred Brandt's TDC 2541 DL in 1982, from ATV's "Sapphire and Steel."

Rear – Colin Copcutt's TD 3560 DL perhaps showing awareness of the events unfolding in Ukraine. This is not really the place for politics, but a Razoredge owner in Poland is organising help for the continuing tragedy. See page 43.

CLUB RALLY, 10th JULY 2022: QUORN AND WOODHOUSE STATION, GCR

The Great Central Railway is Britain's only heritage steam railway using mainline track. Most heritage railways are based on charming, quaint but tiny single-track lines; the GCR is the only one with double-track mainline, meaning that trains can be seen passing each other in each direction. It recreates the feel of the great age of steam when this was the only effective means of long-distance travel, before the arrival of motorways and cheap local flights in the sixties and thereafter. This, of course, includes 1946-54 when our cars came into existence.

All TROC members attending in their classics will be entitled to a Privilege rate ticket, whereby the £17 normal Leicester Return price becomes a full daily runabout ticket. There are four stations on the line, southbound from Loughborough, through Quorn and Woodhouse, and Rothley, to Leicester North; the trip taking about 30 minutes. At weekends trains run throughout the day from 9:30 to 5:30, alternating steam and diesel for most of the day but all steam later in the afternoon.



The locomotive shown here is the GCR's *Witherslack Hall*, 4-6-0, originally a GWR locomotive which first ran on the Great Central line in 1948 as part of the locomotive exchange trials, organised by the newly-nationalised British Railways. The GCR has a huge number of locomotives - seven operational steamers and nine undergoing or awaiting restoration; 13 operational diesels and three awaiting repairs.

We share the date and venue with the **Ford Mark IV** club, and the contrast between our cars could not be more extreme. In case you are struggling to identify the Ford Mark IV - is that the marque IV Cortina, perhaps, the clean-lined version which succeeded the coke-bottle marque III? Or some obscure variant which came after the 1920s model T and the model A, as featured in the February Globe? - no, this is the car better-known as the GT 40, because it is just 40 inches tall, Ford's only Le Mans winner. It is a 7-litre pure-bred racing car. Expect a snorty noise.



OUR ARRANGEMENTS FOR THE DAY

The basic outline will be a relaxed and flexible day where members will be able to take advantage of the attractions of the site as well as compare notes with other Razoredges. There's always something to learn.

Our activities normally run from 10am to about 4pm, but since this is a publicly-accessed site there is no need to be there by a specific time - as often happens when we are at historic houses. If we have enough cars for judging, there will be awards and presentations. Throughout the day, Club officers will be available for consultation and general chat.

There are good refreshments facilities available at this station; or you could take a train ride and lunch elsewhere.

At the time of writing, the weather forecast is hopeful for a dry sunny day, so don't forget your sun-block and a parasol; or buy yourself a large TROC blue-and-white golf broly for just £12. Other Club merchandise will be available, and if you are in need of small spare parts you could arrange with Bob Hobbs for him to bring them along - give him a call on Monday evenings, 6 to 9pm.

CAN YOU HELP US?

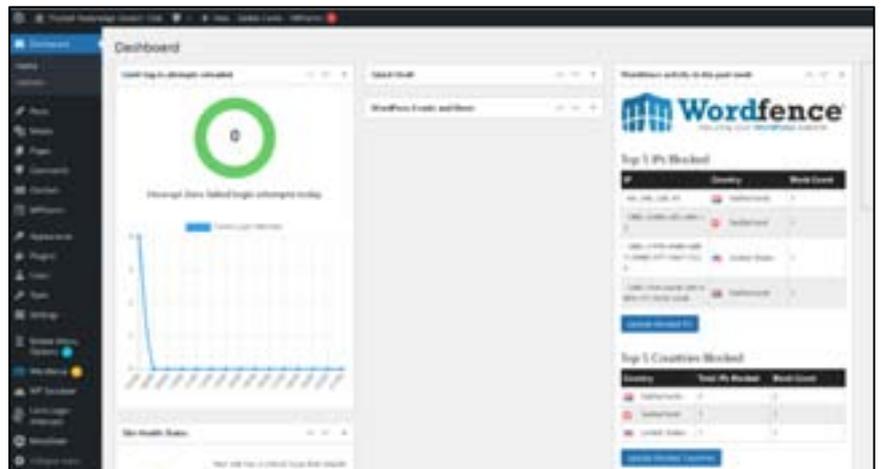
WEBSITE DEVELOPMENT AND POSSIBLY A YOU-TUBE CHANNEL

The Club has started the development of a new website, which you can find at www.TROCltd.co.uk (the old site being at www.TROCltd.com).

So far, all we have created are the front pages and the introductory headings, with very little of the interior content. The Committee has a clear picture of what we'd like to be able to provide for our members and other interested visitors, and most of the content is available to be adapted and uploaded - either from the existing website, or from past Globe articles. Some new content will be purpose-written by our club historian, our technical officer and others, and will then need to be uploaded into the appropriate parts of the site. Other pages of the site will need updating more frequently - like the CARS FOR SALE page and the WHAT'S ON guide to forthcoming events. Possibly these tasks can be shared between two or more volunteers, under one central co-ordinator who will monitor the whole site.

The new website support role will therefore be potentially quite time-consuming, certainly in the introductory stages as the site is still being built. At present, all the work on the site has been done by Roger Stone, with help from Mike Sampson. Mike has a background in automotive design, and has been working on improving images prior to upload. Roger, however, also looks after the newsletter, and is responsible for membership records. At this time of year, with renewals going on, this leaves little time for the website; and that is why we are seeking help.

The website is being built using WordPress, the commonest platform for website-building. It does not require using CODE, and the steps involved in making new pages, inserting images and blocks of text, and editing and tidying what's there, are basically quite simple once you've seen how to do it. It can, however, be quite tedious and occasionally frustrating; so apart from not being intimidated by computers, the main qualities needed



are patience and persistence. We have to bear in mind that many people will be accessing the site using a smartphone - a small, tall thin shape screen - as opposed to a laptop or desktops with wide-screen monitors. WordPress is built to optimise pages for both formats, but it does mean that each page needs to be checked in each format to make sure it's effective.

The volunteer website developer will need to have a laptop or desktop computer you are comfortable working with, and a reasonably reliable broadband or fibre connection. It would be helpful, but not essential, to have good upload/download speed; but Roger has been managing with only 1 - 2 Mbps in his rural location, so it's clearly possible at slow speeds. Having two screens to work from is useful - one for source material, one for editing - and the Club might be able to help with this.

Our new website is hosted on Netweaver, a large UK web-hosting firm, and they have excellent technical support if there are problems in that direction. Roger will be able to help with the rudiments of using WordPress, if necessary. We have a wealth of images and other source material.

So: might you be interested in helping the Club in this way, or do you have more questions? Please email Editor@TROCltd.com or phone 01304 812 511, and we'll see what is the best way to proceed.

A TIME-TRAVELLING DETECTIVE STORY

In February 2012, a Michael Dobson wrote to us with reminiscences of a Renown he remembered from his childhood.

“More than 40 years ago I lived in a mews house in Sloane Square, London with my parents. My father rented out the garage spaces that filled the whole of the ground floor, seven spaces in all. One of those spaces was rented by a Mr Isner for his Triumph Renown. Mr Isner did not drive and his wife had bought the car; but after she died my father used to chauffeur Mr Isner, picking him up from his City office every evening.

When we sold the mews house in 1972, we said goodbye to the Renown but I am sure that I saw it again on the very final episode of Sapphire and Steele (starring Joanna Lumley and David McCallum) when it glided into a petrol station. If I remember rightly, the registration number was OXL 216 but I may be mistaken. If the owner of that car is a member of the Owner's Club they may be interested in learning more about its history and I would be happy for you to give them my email address.

I only drove the car once, taking it to the petrol station to fill up for my dad. The three gear column change was fine but I have to say that it was a bit of a nightmare trying to keep it going in the direction that I wanted it to go! Having said that, it was a lovely car - silver grey metallic paintwork with a very comfortable red leather interior. It had an unusual RAC badge as I think Mr Isner was a Life Member which was reflected by the silver badge instead of the usual blue one.

As I say, if you know the owner please let them know that they are welcome to contact me. Meanwhile, thank you for taking the trouble to read this letter and good luck with the Club.

Yours faithfully, Mike Dobson”

The final episode of Sapphire and Steel, entitled ‘The Trap’ was a real cliff-hanger ending: Joanna Lumley and David McCallum as two alien “Elementals” were lured to investigate a strange time-slip. (You couldn’t get away with that today; our scientific understanding has improved to a point where nearly everyone knows that neither steel nor sapphire are elements. ‘Iron and Carbon’ doesn’t have the same ring, however.

The series is in strong contrast to the television stories we are served today: it was made by ATV on a shoe-string budget, and the ‘special effects’, although central to the plot, could be outdone today by anyone with a smartphone and a home computer. The production crew have hired a petrol station and café, plus the Triumph Renown, and filmed at night so they don’t have to worry about any other landscapes; and they have a cast of seven. I thought at first that considerable time and research must have gone into getting the petrol station and café exactly right for 1982; but that was simply ‘the present day’ for them, so no wonder it’s right.

The story they have woven, and the excellent acting, however, make it a suspense-filled experience, with unanswered questions and loose ends that we are not used to seeing in today’s more neatly-packed dumbed-down television diet. It is well worth searching out the episode on the internet, if you have the inclination

But what of our car? It is featured centrally in the story. Two apparently innocent people from 1948, travelling in the car, have found themselves pulling into a petrol station in 1982. They



don't know how they got there. The time in 1982 has stopped at 8:54. Sapphire and Steel, aided by Silver, another Elemental agent played by David Collings, must discover what is the meaning of all this. Therefore – fortunately for us – they have to examine the car in detail, and we are treated to a tour of the car with close-ups.

The sharp-eyed amongst you will have spotted that this is not quite the registration number remembered by Mike Dobson. This is OXL 481, not 216. However, he was not quite certain of the registration; and in subsequent emails he described details like the front fog-light on its unusually high mounting, so that we may be fairly confident this is indeed the same car.

In the episode, agent Silver says that the car dates from 1946, yet is only two years old, so that it must have been plucked forward from 1948, a date confirmed by the two passengers. However, agent Silver is definitely mistaken, because in reality this is a TDC model, and Tom Robinson's research on the registration plate shows that this was a London registration from around June or July of 1954. Production ceased in October 1954, so that we are seeing is in fact a very late Renown.

Some pictures from the episode - searching the car for clues.



The car has 20,101 miles on the milometer: this could be correct for the requirements of the plot-line (two years old in 1948) but also for Mike Dobson's account of the real car, rarely-driven in Sloane Square from new in 1954 until 1972 when he lost touch with it, and now appearing, well-preserved, in 1982. The trip meter shows 10 miles – would it be too fanciful to think the real owner would have reset this to record the mileage done for the filming, and that therefore he lived about 10 miles from the filming location?

The same car was spotted and reported in the Globe in January 1983, when it was in some quite extensive scenes in BBC2's "Lucky Jim" towing a horse-box. It must therefore have been engaged by or owned by a firm providing cars for television filming; but after these appearances, we heard and saw no more of it.

People were most likely to have scrapped our cars in the late sixties and early seventies, as they began to age, rust began to set in, and wear-and-tear repairs became more substantial and expensive. The founding of TROC in 1975 marks the approximate watershed, when the evident class and style of the car made it less likely to be simply discarded for the scrap value. Therefore, since this particular car was evidently still in excellent condition in 1982, we realised it would be very likely to continue to have been preserved. Yet we had no record of it in the club! Where, we wondered, had it gone?

Now we have found out. Our new member Alfred Brandt, in Austria, lists this as his car, and tells us it is TDC 2541 DL. It has been laid-up in storage for the last 25 years, leaving us just a gap of a few years to fill.

I couldn't resist a final picture of the delightful Joanna Lumley with the car, even though this shot doesn't add much to our knowledge of the vehicle. We hope to hear more in the future.



MORE NEWS OF OUR CARS

A new member, Robin Gibson, joined the Club recently with the intention of buying a Razoredge to restore. Robin had recently retired after years working on a Heritage Railway – more about that in a later edition, perhaps, because we know several of our Razoredge members also have interests in historic trains, trams, buses and boats. (No aeroplanes, so far as we are aware.)

Robin told me he had previously been working on the restoration of a large ERF lorry, and this was of particular relevance because it has a substantial ash frame. Here are some pictures, which give some idea of the scale of the project.



The ‘before’ view of any project is intimidating, but when it’s THAT big – this takes some courage.

Replacing parts of the ash frame. Curved and shaped pieces, playing a major part in the structural strength of the cab.



Getting there! This is impressive work, and soon after Robin had joined the club we had a further call which appeared to be a potential match up.

Our member Paul Gibbs contacted us to request an advertisement in the Globe for his part-restored car, which he had begun work on thirty years ago but then left to one side. Now, after all those years, it was time to admit he was not going to complete it..

“I will send full details for the ad but I am not looking to sell it, I’m happy to give to someone who will get pleasure from the restoration and can collect. I purchased it from someone who bought it from the original owner (so that makes me the third) and both of them kept a detailed record of journeys taken, repairs and services etc so there is a great history. If I tell you that all the parts are there, the chassis is solid, all the body panels are good or easily repaired, and the engine was a replacement with few miles and running well when parked up - but the timber frame needs replacement and the interior is pretty shot. Do you think it is ‘do-able’, do you think there is likely to be interest? I would hate it to go for spares but if that is a likely option then I would donate to the club.” - Paul Gibbs

Now, the stalled-restoration cars need such vision to take on, and people looking for this sort of challenge are so rare. We have had several dismantled cars through our ‘for sale and wanted’ listings, and they can sit there for years. Paul’s car is OPC 973, TDB 2538 DL, a 1950 build. However, we immediately thought of our new member with ash frame skills, Robin Gibson – from Gibbs to Gibson, how could we not? They only lived fifty miles apart, Malvern and Bath, and we put them in touch. I was delighted, not long after, to hear again from Robin.

“I’ve been in touch with Paul Gibbs and visited him yesterday. I received a lovely welcome by Paul and his in-laws and a welcome cup of tea. Shortly after, Paul took me to the garage. My initial impression on seeing the car was - Oh dear... However after a detailed discussion, and seeing what work Paul had completed (albeit 30 years ago), I decided it looked a lot worse than it was in fact, particularly the chassis and engine. Paul had clearly almost completed the chassis restoration back then and only various car moves and work demands meant the car has slumbered and gently deteriorated, fortunately subsequently under cover. My next thought was what my partner would think of this ‘wreck’ arriving in our soon to be ‘new’ house garage (we hopefully move house in July). Fortuitously Paul kindly let me take away his photographic record folder, which showed that when he had started work on the car it was a running vehicle, albeit requiring restoration. It also showed what a lot of work has been done, to a high standard in my opinion. This also gave me a lot of confidence.

After returning home and showing my partner the folder and following discussion, she agreed we would take the car on and I contacted Paul and let him know. So hopefully in July the car will be recovered to our new home in Bromyard. Still a huge amount to do, particularly the interior which might not be recoverable, but further investigation will help to determine this.

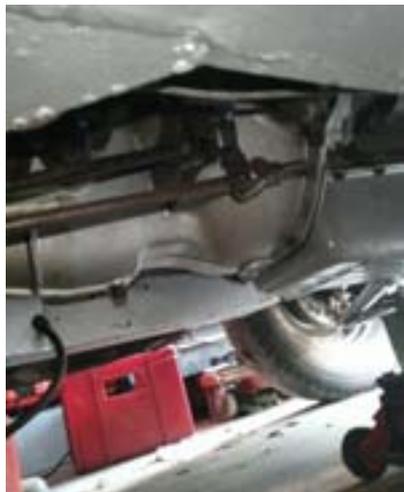
Thanks to you Roger and the huge kindness of Paul, realising that it would be difficult to continue more work. Hopefully the car will be saved from further deterioration and hopefully restoration. I have no illusions about the work involved!

Once again, many thanks. I will be coming to the rally in July and look forward to meeting you and other owners. I’m more than willing to do a further article for the ‘Globe’ perhaps in July or August.

Kind regards, Robin Gibson.”

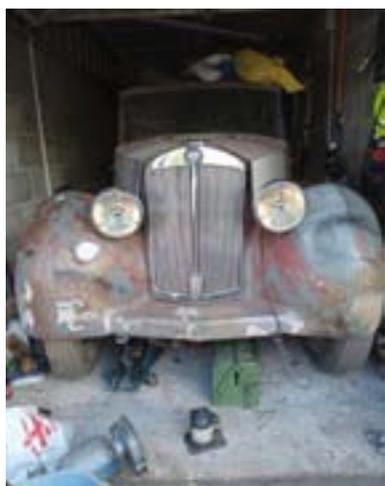
Despite the acknowledged scarcity of people seeking project cars, another incomplete restoration finding a new home is **JWU 439, TDB 523 DL**. This car has been in the Club continuously since our very early days: from 1978 to 1983 with John Earl, in Penrith; briefly with Lyndon Duke, in Carlisle; and then across the Pennines to N Burtenshaw, in County Durham. That member's son, Leslie, takes up the story.

"I acquired the Renown after my dad passed away in 1996, he owned it from 1983 so it has been in the family for over 39 years. After I took possession I set about a refurbishment project that I thought would not take that long – but now, after 20 years plus, I still have not got round to finishing it. In that time a



few of the jobs have been completed, the body was removed to get a better go at repairing the chassis which to be honest was not that bad, but at least it should now not have to be done for quite a while; in addition the suspension (new rear springs), brakes, gear linkage, axle and gearbox were checked over and parts replaced where necessary. The engine was stripped: new piston rings, shells, valve springs etc replaced as needed. The body was tidied up and floors welded, new rear wings fitted, so the body is quite solid with only a couple of bits I thought did not need my attention at the time, as any one with knowledge of these cars knows the wood frame lets the team down and is one area my skills are lacking so the frame was repaired as required more than renovated to Rolls Royce standards. The leather

seats are in storage and are in reasonable condition but would benefit with a refurb. The head lining and carpets could not be saved as with the b post covers so it is a bit of a blank canvas for someone to put their own stamp on, the rear window is removed for new seals to be fitted but as with most jobs the wood frame requires repairing first, the body has been stripped and filled as needed and just about ready for primer and paint, and the wiring loom was removed so needs replacing.



The car has never been out of the garage in the last 24 years so I have never driven her, it was my intention over the past few years just to get it up and running and back on the road but to be honest I have unfortunately lost interest which is why after all the years I am letting her go to pastures new. The car has the original registration number and someone may just want the car for that as it alone is worth the starting bid on Ebay, but I would hope not, as can be seen in the pictures there is still work to do. I'm asking £2,500 for the buy-it-now price."

Since that was written, however, we have heard further, and it's more good positive news.

"Hello Roger, you may have seen my Renown has been sold, she is going to a good home and is due to be collected in the next couple of weeks by a nice man from Bodmin who wants to get it back on the road as his first car was a Renown. I will give him the details of the club and I am sure you will have a new member, I would also like to take this opportunity to thank you for your help and support you have given my Dad and myself in the many long years we have been looking after our Renown. Kind Regards, Les."

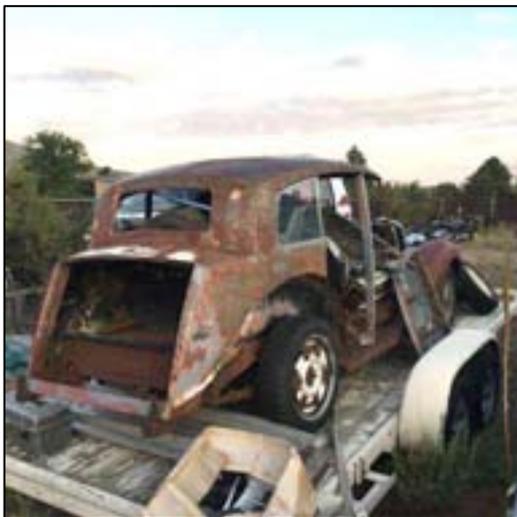
So we are happy to welcome Andy White, of Bodmin. He and Robin Gibson might like to keep in touch, since they are taking on similar challenges; and the Club will offer all the support it can.

A less happy hunt for a new owner has been going on in Switzerland. Our member Roland Gyger has owned TD 161 DL, the oldest known surviving Razoredge, for many years, and it is in ruinous state. Roland has decided that he is not in a position to do anything with it, and has sold it to Markus Tanner, also in Switzerland, who has a classic car restoration business.



We reported in the last edition that our member Bernhard Ruest had been searching energetically to find someone who could take on the restoration, and has contacted Technical Colleges to encourage them to adopt it, and AMAG who were the importers of these cars way back in 1946 for sponsorship – but all, it seems, to no avail. It appears almost certain now that Herr Tanner will be breaking the car to supply spares to those who need them.

There are times, we must admit, when a car is simply beyond any reasonable hope, and scrapping is the only sensible option. For example, just a couple of weeks ago, we had an enquiry from the USA about this car:



The enquirer said that this had been his father’s car, and it had now passed to him. Could we tell him what it would be worth, please?

Fortunately TROC does not do valuations of cars, so I was spared the trouble of trying to find a form of words which would not cause offence.

However, it is arguable that TD 161 was not in this far-gone condition, and could have been saved, had a Robin Gibson or Andy White come along at the right time. Our thanks must go to Bernhard, who clearly did all he possibly could to try to save the car – even to the extent of considering selling his own immaculate TD 409 DL in order to make a home for it himself. However, he already has three other project cars on the go, and there are limits to what our partners will tolerate.

MEANWHILE IN ANGLESEY, our member Alan Layland has taken the tough decision and is selling TD 1874 DL, which has carried the registration JM 7350 until now, but becomes PXS 964 on this sale. Alan is retaining the plate because it has special significance for him and his wife. He explains:

“I lost the storage and workshop facilities of a good friend at his nearby farm. My garage entrance is only 4 inches wider than the Razoredge and 18 inches longer, so a very tight fit and once in, just enough room to open the doors of either Marmaduke or the washing machine etc. I am 74 (and a half) and my contortionist skills non-existent, thanks to knees shot from years of rugby. We bought Marmaduke nearly 5 years ago and have carried on the good work from Dave Naylor, the previous owner for some years. There is still much to do, so the baton is passed to Stephen who is salivating at the thought of getting his hands on our pride and joy.

“Dave Naylor was the long term owner of 'Marmaduke', a 1948 Razoredge Town and Country saloon (TD 1874 DL). He sold it to us because due to age etc he rarely used it and just deteriorated in his lock up. It started and moved and there was evidence of work done over the years of Dave's ownership since 1974. We trailed the car from Knutsford to Anglesey and on closer inspection alarmed at the amount of woodworm dust on the carpet beneath the dash. The journey had shaken it all loose, so our first immediate and urgent job was to sort out these pesky blighters. To cut a long story short, we managed to save the centre part of the dash housing the dials and gauges and involved injecting wormkiller into hundreds of tiny boreholes with a hypodermic syringe. Unfortunately the sections either side disintegrated as we removed it and these curved sections are rarer than rocking horse droppings. A good friend spent hours hand carving and planing some special mahogany to make good.



“The next obvious jobs involved fuel and electrics. The fuel tank was drained and cleaned with extra fuel filters added in line. The battery would not hold a charge and then was 'cooked' and therefore useless. The dynamo was sent to a Lucas specialist who sent it straight back as beyond repair. The voltage regulator was the other culprit, so the whole lot was replaced with a 'Dynamator' This brand new unit is identical to the original dynamo but inside is an alternator and does away with the need for a voltage regulator. Rewiring is easy and minimal, is cheaper and works perfectly to a modern standard.

“Marmaduke would still not run right and its first road test around local back lanes saw us break down 3 times and jumping out of gear in 3rd and 4th on overrun or firm uphill acceleration. The carb was dismantled and found to have the original leather diaphragm (or what appeared to be leather) and in very poor condition. It was sent to a 'specialist' on recommendation who then took many months to return the 'reconditioned and rebuilt' carb. Despite reassurances about being ethanol resistant, our first test run saw us at the roadside and on removing the jets found particles of rubber in the fuel. I stripped it down and it has worked reasonably well since.

“Prior and since Covid restrictions Marmaduke has been shown at the Llandudno Transport Festivals, Anglesey's own Vintage and Machinery Society rallies and other local meets. Marmaduke always attracts lots of interest and although nowhere near concourse, holds his own at all the shows.



“I wish you and the rest of the committee a massive thanks for all the work you do. – Alan.”

OUT AND ABOUT



Alison and Andrew Stacey at Lanhydrock Gardens, Cornwall. The gardens are wonderful, and the views great, but unfortunately you can't photograph the car-park and the gardens in the background, otherwise this could have been a prime candidate for our 2023 calendar.



Graham Sinagola at Antrobus Classic Car Rally. It's a simple, pleasant gathering, meeting for a breakfast and a 50-mile road run, followed by judging; Sunday 9th June, so they had chosen a perfect summer's day.

Cheshire is one of the more easily overlooked of English counties, but has some superb countryside; then there's Derbyshire, or Dorset, or – so many others, each with their own character. If you have a favourite unsung-charm area, why not write in or email and suggest it? Or better yet, send us a picture of a Razoredge enjoying the scenery: you might win a spot in next year's calendar.

APV 546, TDB 5247 DL. Picture courtesy of Graham Sinagola.

The story behind our back-cover picture

I took ERP out for the day last Sunday as part of Drive It Day. We started off at the local Autojumble where about 30 other classics had gathered. Apart from an MG TC we were the oldest. A gentle drive through the Lincolnshire countryside saw us pass only one other classic, a soft top Morris Minor. We stopped for a cup of tea at the Bubble Car Museum, which is well worth a visit, and just as we were leaving a very nice mark 3 Vanguard arrived. More driving round the back roads of the Wolds was a pleasant way to finish the off.

Regards, Colin Copcutt.



TD 3560 DL, ERP 183, on Drive-it-Day

An account from Tom Robinson:

Yesterday, my nephew Robert (who took over my Razoredge when we decided it was time to part with it) invited us over to his North Lincolnshire village to be involved in their 1940s event.

I drove STJ in a parade around the surrounding countryside. There was a varied mixture of vehicles assembled; we were directly behind an Austin 7 which we almost swamped with the size of the Renown's bonnet. Robert had organised the vehicle side of things and not only did we have the cars there, but also a 1948 Bedford OB coach and an immense Scammell lorry which required crank handle starting every time the owner wished to move it!

One highlight was a fly past by the Battle of Britain Lancaster bomber. We spent a few anxious moments trying to capture the car and the bomber.



In the first image you can see the Lancaster between the cars.
(We cheated a little with the image.)

In the Village Hall I found a Dinky double decker bus [just post war] for £10 and I was highly delighted.

To round off the day – we were getting quite exhausted by this time, Robert let me drive the diesel locomotive on his 10-inch gauge model railway that runs through his grounds.



What a super day for an octogenarian like me.

UKRAINE:

A RAZOREDGE PERSONAL CONNECTION YOU MIGHT WISH TO SUPPORT

Jerzy Janicki is a Razoredge owner, musician and father of a young family in Legnica, Poland. He and his car appeared in both the February and April editions of the Globe, after he joined the Facebook group.

We have since discovered Jerzy is also a leading light in his local community, a scout leader, and is helping organise relief convoys into Ukraine, providing food, medical supplies, fuel, tents and camping/cooking equipment, and other support.

If members would like to help Jerzy’s work in supporting Ukraine, at this distance the easiest way is to send money which will be used to purchase and transport the sorts of items listed above.



Jerzy’s TDB being used for film work in a music video

If you are inclined to choose this route, please contact the editor. We shall ensure that any donations reach these people who are in a position to use it; and if you would like to learn more of what it’s like to be in a country with a Russian border, and a long border with beleaguered Ukraine, please let us know. Otherwise, we shall stick to matters nearer to home.

We thank Colin Copcutt for his permission to use his photograph on our back cover to draw attention to this issue. Colin had no intention to re-create the Ukraine flag in his picture, by the way – it was purely coincidental.

We are aware of growing numbers of Razoredges in central Europe: one each in Slovenia and Romania, three in the Czech Republic, and no less than five in Poland, in addition of course to the larger numbers in Germany and Switzerland. TROC is a global organisation!

AS A REWARD FOR READING ALL THIS WAY:



Would you like one of these?

It’s the Mercedes-Benz 300 SLR Uhlenhaut Coupe, one of two, built in 1955.

It has the distinction of just having become **the most expensive car ever sold**, having

changed hands at about \$143 million. That beats the previous record by \$95,000,000. Keep the change.

Perhaps now they’ll cast a more realistic eye on the current book valuations of certain other stylish cars built in 1946-54.

TECHNICAL: EXHAUST SYSTEMS AND OTHER MATTERS DOWN UNDER

We have recently had two or three enquiries about exhaust systems or parts thereof. The Club does not stock these, and most members have systems made up by local specialist suppliers, usually in stainless steel, without great problems. You do have to be careful around the rear axle, where – as in many cars – clearance is limited, and care must be taken to ensure it can't get too close to the tyre.

Holdens of Bromyard have recently started endorsing Bell Classic Exhaust Systems. If any member has experience of them, or would like to recommend a good, competent supplier in your own area, we shall be interested to hear. Or, of course, if you have horror-stories and can tell us ones to avoid; but generally, these specialist makers seem to know what they are doing and the area is generally problem-free.

**Results from a consultation with our Technical Officer:**

Dear Bob,

Thanks for your words of advice this morning. You were quite right, it was not the centre tie-bar that was the problem.

One problem with maintaining a classic car on one's own is that a number of procedures are much more easily accomplished with a helper. One job was replacing the steering column stator tube which I would have found even more challenging without a helpful friend. Bleeding brakes can be bleeding frustrating without assistance! I would not have been able to remove and refit an engine without sage guidance and direction. So many thanks to those helpful friends who have, occasionally quite literally, bled on my behalf.

The steering on my Renown had become progressively more worrying. Matters had reached the stage where above 30 mph the front end of the car would bound about alarmingly upon encountering any undulation in the road. I jacked up the front end and could not detect anything amiss, everything appeared to be connected together correctly. However, driving a car in which one's faith in the reliability of the steering is questionable is something not to be tolerated.....although, truth to tell, I had tolerated it for far too long. Knowing, as I do now, that the front chassis cross member was rusted and the steering idlers nearly swinging free, the problem could have been detected with a helper moving the steering wheel whilst I observed underneath.

Fortunately I took the Renown to my 'old school' mechanic who soon diagnosed the problem. I visited his garage today and found him in the middle of the welding repairs. It will feel good to again have faith in the car's steering. My Renown is a much more energetic performer than the Triumph Roadster I also own, despite both cars having the same engine. The Roadster has enjoyed four Continental expeditions but, hopefully, we will be able to experience the greater comfort of the Renown on our next foreign trip.

Best regards, Robin Hewat.

Editor's note: the front cross-member of the chassis is notorious spot for rust, and is very hard to see unless you have a pit or a lift so that you can look at the car properly from underneath. If you have not seen the underside of your car for a few years, why not locate a suitable garage and get them to allow you to accompany a mechanic on a careful inspection of the underside? It needn't take long, and therefore should not cost too much. A stitch in time...

WHAT'S ON: 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 – 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.)

Sunday 10th July

The **TROC National Annual Rally**, to be held at Quorn and Woodhouse Station on the Great Central Railway heritage mainline. See page 32 of this edition for further details.

Saturday 16th July

The **Veteran Sports Car Club** meets at **Silverstone**

Saturday 16th July

Alrewas Show, Staffordshire – a traditional rural village show, with a small display of classic cars, tractors, crafts, local produce.

Sunday 17th July

Appledore Vintage and Classic Car Rally, Kent. Similar to the above but larger, taking over the whole picturesque village, pub and teashop and all.

Sunday 17th July

Amberley Working Museum Summer Show will have up to 200 classics parked in various locations around the Museum – in West Sussex.

Sunday 24th July

The **Devon Riviera Classic Car Show** at Torbay Carnival Week

Sunday 24th July

North Wales Classic Car Show, Bodrhyddan – a large event

Sunday 31st July

Midsummer Vintage and Classic Car Run, Norfolk - starting at Snetterton Circuit, oldest cars go off first (10am) on a 70-80 mile mystery road run.

5th-7th August

Gloucestershire Steam and Vintage Extravaganza at the old South Cerney Airfield near Cirencester – a large event with everything you'd expect at a county show; over 1,000 cars expected.



Sunday 14th August

Cranleigh Lions Classic Car Show returns after a two-year absence: book at <https://www.cranleighlions.org/events/classic-car-show/>. It's in Surrey.

Monday 29th August

Gosport Rotary Vehicle Rally and Family Day, Stokes Bay, Gosport. Is this a good one for TROC to adopt as our 'rally in the south'?



Is YOUR favourite local event listed here?

(Hint – did you tell us about it?)

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.** Email editor@trocltd.com.

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.

CARS RECENTLY COMING ONTO THE MARKET:

FOR SALE: A fine late 1954 TDC is newly onto the market in Essex. This car has undergone recent full body-off restoration and respray; amongst the last 40 Razoredges ever built, and first registered on 4/11/1954, after the last car had been made.



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.

Please contact Andy Kemp on 07983 879 424

For sale: a MAYFLOWER, executor sale – if interested contact Trevor Olding on 07738 58 09 92 or TrevorOlding@gmail.com .



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: Ron Jackson in Pymble, New South Wales, Australia, is now selling TDB 404 DL - also in pieces, but it’s all there and could be restored. Contact the Editor for details.

WANTED: Tool Set – Paul Collard would like to acquire a complete and authentic set of tools as originally supplied with the car. If you have a complete set or just some of the components available, (see the article by Dick Mower in the October 2015 *Globe* for chapter and verse of what there was) – please contact Paul on 07935 385 779 .

On the right, a pair of possible project cars offered for sale in South Wales. These are on the [Triumph Renown Restoration Group](#) page on Facebook; the blue is TDB 1706 DL, and the black is TDA 270 DL.

Below, Dave Goring, the man with the Razoredge pick-up conversion, **offers this rebuilt engine from TDC 111 DL** - he has fitted a 2-litre Pinto engine with automatic transmission. See the [Facebook page](#) for details.



WANTED - a pair of front door cards for a TDB. The fabric can be poor as long as the backing is sound. 07748977342.

FREE TO A GOOD HOME: our member Charles Richards offers an **almost-complete set of Globe newsletters** - buyer collects. Charles is in Bidborough, near Tunbridge Wells. Phone 01892 528 231 .

FOR SALE: Members may remember reading about our member Tony Norris's purchase and progress pictures with HWX 806, TDA 509 DL. Tony is a professional restorer, and finds business has now become so brisk that he cannot justify spending time on this car 'on spec'. They would be happy to complete the restoration for you - but it would have to be as a paid job. The chassis is stripped and prepared, and reassembly ready to begin. For details of the current status of the car and price, contact Tony on 07817 597 880 or email...

FOR SALE: Ron Wright was a TROC member for a while back in about 2006, and the car is TNO 606, TDB 5406 DL. This car is now being sold by PS Autos, Cheam, Surrey. They are making the repairs needed to make the car a good runner, and are seeking offers in the region of £10,000. Contact Paul Stracey on 07957 575 575 or 0208 6447 767



FOR SALE, Rear jacking points for TD and TDA models, £85; RF95 voltage regulators, reconditioned with new parts, £75; Temperature gauge capillary tube repairs, £85. Postage extra. Keith Gulliford, Tel: 02380 734 832.

FOR SALE: TDB 986, LKB 435, in generally poor condition, is advertised for £3,000. This is an intended restoration which belongs to ex-member Stirling Beauchamp, whose health now requires the sale. The car is in the Tewkesbury area. Contact Stirling on 07886 297 410.



FOR SALE: Supplied new by Waddell Bros of Edinburgh to Miss Jessie Miller on 17th May 1949. Miss Miller kept the car until 1961 some 12 years before being sold to Mr Pryce McRae also of Edinburgh. He kept the car until 1966 before part exchanging it for a Vanguard. The next custodian was Mr James Cairns, he only owned the car for two years before passing it on to Sheila Johnson. In 1970 David Reid acquired the car and kept it for 11 years until 1981. 1981-1984 was Robert Shiel and all of the above were of Edinburgh. The car then made a large journey to Truro as it was purchased by TROC member Brian Murrish in Truro after he spotted it in the Melrose Motor Museum. Brian Murrish loved the car and took it to many shows during his ownership and used it for family holidays and has documented the work he carried out on the car. He decided to sell the car in 2000 and that's when its most recent owner purchased it, some 22 years ago for his wedding business. He has now retired and decided to sell the car, it has been very well maintained throughout the past two decades and is now looking for a new home for further adventure.

SOLD



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: I have for sale a complete service instruction manual for the Vanguard/Triumph Renown. Also additional manuals for Wycok overdrive unit and Wilmot Breeden door locks included. The manuals are in very good complete condition – no oily thumbprints or torn pages. The price is £20.00 + postage (or collection available if desired). Should any of your members be interested, they should make contact by phoning 01491 628 544. John Francis.



WANTED – the following parts for 1954 TDC: interior boot light; starting handle, rubber headlight gasket, members' globe badge for bumper. Contact Andy Kemp, 25 Heath Road, Alresford, Essex CO7 8DT; phone 07983 879 424.

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

FOR SALE: 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.

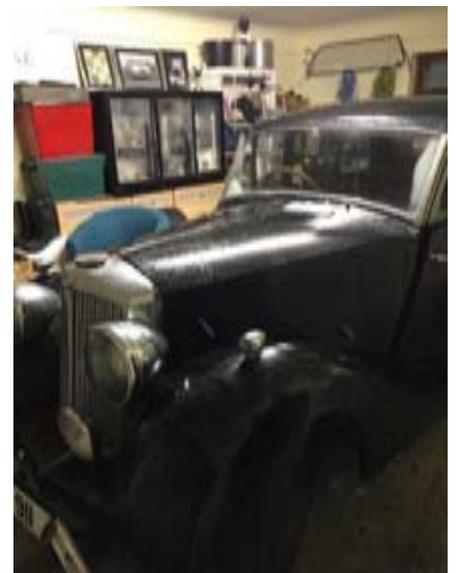
FOR SALE, TD spares, steering column and box; some front suspension parts. Contact Bob on 01959 533216 (near M25 J4).

FOR SALE: A club member, Ruskin Spiers, is in Australia, but his car is not. Ruskin has emigrated, and as a result is selling HNP 999, TDA 424 DL, which has been stored for many years in the basement of a block of flats. Ruskin explains: “We’ve had it since about 1987 and it was put into dry storage in Sussex in 1990. It needed work / restoration then but has not changed in the last 30 years as where it lives is completely dry and warm storage under flats. The car is in the UK but I now live in Australia and hence am going to sell it. I have pictures taken from my last trip back. If you know of anyone who may be interested by all means pass on my email. Thanks.” The email is:...

FOR SALE: I’m getting in touch as we have a 1949 Triumph TDA for sale. It was bought for my (retired motor engineer) father to restore but sadly a dose of COVID means that his health now forces the sale. At the age of 79, he’s decided to fully retire after all. It’s fair to say the car is in poor condition and will be a brave restoration! None the less, the engine would run when we bought it (hasn’t been run for 2 years) and the car is a rolling chassis in order to get it winched onto a trailer. It may turn out to be a spares donor rather than a restoration but an expert eye will know. It’s been dry, warm garage stored since we bought it.

The original registration was HCE 470 but the current registration is YXS 911.

Best wishes, Claire Donovan 07971 355104



FOR SALE in Portsmouth: John Washington’s TDB 2023 DL, asking £7,995 and looking in good condition. It has seen very little activity for many years, but they have had the engine running.

Sadly the registration, MAR 521, is not going with the car.



FOR SALE: an early TD (Town and Country Saloon) 1800

In Mawdesley, our ex-member Paul Armstrong finds himself unable to keep MSL 546, TD 702 DL, in the style it deserves. He bought it some 14 years ago, and at that point it was running well; but to his regret he has done little with it and now failing health means he has to sell. Currently on Ebay, latest bid at time of going to press only £3,100.

We also have this sad message from Claire Hawkins in Gloucestershire.

I would like to place an advert for my husband’s Renown in the Globe. Mike is still a Club member, but he has severe dementia and is now living in a care home.

My husband, Mike Hawkins, bought his Renown from S B William in 1990. It is unfortunately a restoration project that has not been touched for many years, and now it is too late for Mike. I am looking to sell it. The most recent registration number is ADM 974A (originally EDY 567). It is **TDB 3360 DL**. The car is in South Gloucestershire north of Bristol. Offers please.

Contact Claire Hawkins on 07889 144 509 or email claire@brookcottage.info.

Thank you, Claire Hawkins.

Any reasonable offer will be considered.



OBITUARY: Graham Robson 1936 – 2021

It was reported last August that well-known Triumph author Graham Robson had died. He was a prolific author covering a whole variety of British marques, but best-known for his definitive and outspoken *Triumph Cars - The Complete Story* which was co-written with Richard Langworth, first published in 1979, revised in 1984 after the Triumph badge was retired, and re-issued in a third edition with new pictures in 2018.

Having worked for Standard-Triumph in the 1960's, it was only natural that he would specialise initially in the Triumph marque, writing (inter alia) for the *Vintage Triumph Register (VTR) magazine*, published in the USAand also *The Globe* - in Great Britain (!) - back in the 1970's, as well as many other magazines, I should add.

One of his first books was on the *Story of Triumph Sports Cars*, a subject close to his heart, as he had been Competitions Secretary of the Triumph Works Racing Team.

Soon *Climax in Coventry* followed by the much better-known *Triumph Cars – The Complete History* – certainly a title which could easily be regarded as a giving a hostage to fortune.

Richard Langworth had been his Editor when writing for the American VTR magazine, and it was he who told me that this project was “cooked up in a Central London pub”, as a joint project, with Langworth writing the pre-war part and Robson, the post war section.

This huge project finally came to pass in 1979 to much anticipation in Triumph circles, just three years before the Triumph car marque ceased to exist.

Both these authors were pioneering in the sense that there was an emphasis on interviewing the “unsung heroes” behind the company and its cars – while there was still time – not just those the those at the top who took the credit – or sometimes, brickbats if the model or company failed.

This book was reissued by Veloce with new colour photographs in 2018 but the text seemed to be exactly as it was when first published, though much new information had come out since that First Edition.

Graham Robson was a man of strong opinions which did not seem to change, for instance about the character of Sir John Black, the Standard- Triumph boss at the time our cars were made.

In turn, this was reflected in equally strong views about him, as evidenced in this case, by the counterviews of many former employees, published in a specialist Triumph magazine aimed largely at former employees who fiercely defended the man.

This tribute is very much a personal view, since I would not want indeed cover the same ground – or even compete with the writer of this Obituary from the pages of *Classic and Sportscar*.

If you click on the link below, you will very quickly see why! Go to:-

<https://www.classicandsportscar.com/obituaries/rip-graham-robson-1936-2021>



PS. I have always wondered why his initials were “AAGR” – clearly using his third name rather than other forenames – but his full name is no revealed as “Alec Arthur Graham Robson”!.

John Bath – April 2022

Graham interviewing Colin Copcutt in TD 3560 DL at Gaydon in 2013.

