



THE GLOBE

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APRIL 2016



“Well, first his club membership lapsed, and then he never really seemed to get round to anything...”

Renewal form for ALL to complete, inside this edition!

TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

REGISTRATION NO. 2886923 ENGLAND
REGISTERED OFFICE: 9 WATER TOWER CLOSE,
UXBRIDGE, MIDDX UB8 1XS

<http://www.trocltd.com>

(Affiliated to the Federation of British Historic Vehicle Clubs)

SPARE PARTS: AVAILABLE TO PAID-UP MEMBERS ONLY.

PLEASE BE CONSIDERATE AND TELEPHONE BETWEEN 18:00 - 21:00 HOURS UK TIME.

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 the magazine.

BRAKES, STEERING, BACK AXLE, SUSPENSION
ELECTRICAL AND EVERYTHING ELSE

Chris Hewitt
Bob Hobbs

Always supply SAE when necessary. Cheques to be made payable to TROC Ltd.

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

Quite important: the Federation of British Historic Vehicle Clubs is conducting a survey of as many classic car owners as they can reach, in order to have up-to-date facts and figures they can quote when lobbying the Government and the EU on our behalf. The FBHVC does have an impact, working on the boring-but-important bits and monitoring some of the stranger things officials come up with, and you'll find evidence of some of what they have achieved in this issue. We can all help by visiting the on-line survey site and spending ten minutes answering their questions. The questionnaire can be found at: <http://tinyurl.com/zy3qvq2> . If you have any problem reaching that survey site, email me (editor@TROCltd.com) and I'll send you a link; or Google for FBHVC.

If you are not an internet user and would still like to do the survey, phone me on 01304 812 511 any evening (except Tuesdays) between 6 and 9, and I can read you the questions and complete the form online for you; or I can post you a paper copy if you prefer. The survey is open until the end of June.

Extremely important: this issue includes your membership renewal slip. We need a response from ALL members please, even if you pay by standing order, because we need to update our database of all known cars. ***Please read the membership form carefully, and send us your details.*** Please also check you are paying the correct amount. Many thanks. We really need your continuing membership, and reliable data about our cars. Prompt renewal is a BIG help.

Inside this edition, you'll find a report on the AGM and the financial statements. Any member wishing to have a copy of the official Minutes of the AGM, please contact the Editor.

On a personal note: I am now retired – not entirely by choice, but there it is – but I have been warned this doesn't necessarily give extra time for *anything*. Certainly, life seems no less hectic, and finding time to get the Globe out by the deadlines is not much easier than whilst working. It's a strange feeling, like you've been following mapped-out paths and roads for years, and now suddenly you're on open ground, and can walk any direction you happen to choose on that day. Getting to any place at all, however, still requires you keep putting one foot in front of the other. Everything has changed, but nothing is different.

How you can help: Drive-It-Day is coming soon: April 24th. If you are out in your car, PLEASE take a photo and send it to us. It would be very good to be able to have a round-up of Razoredge activity for the day. (Or, of course, any other day you're out and active.)

Finally, we hope many of you are planning to make it to Hatfield House on June 26th for the **Annual Club Rally**. If so, please note carefully the arrangements on page 3 (including a change of hotel for those coming to the dinner), and the map on the back cover of this issue showing which entrance to use.

Editor

Our cover pictures for this issue:

Front – About as sad as it gets.

Rear – Hatfield House plan for those attending the Rally. Lots of you, we hope!

ANNUAL RALLY 2016 AND ANNUAL DINNER - 26th June**The Rally details**

The rally will start at 11am on Sunday 26th June at the site of the old Royal Palace, Hatfield house. 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 me (editor) using the details inside the front cover of the magazine.

The Hotel and Annual Dinner: CHANGES TO THE PLAN!

No change for the rally itself, but there are for those staying the night before and the Annual Dinner.

After almost 400 years of providing rooms, food and shelter for travellers the White Horse Hotel at Hertingfordbury has fallen victim of the developers and is to be converted into a complex of flats. It will close just a few weeks before our planned booking.

However, in spite of being told that we are having to compete for hotel space with an International Frisbee competition as well as the usual flurry of June weddings, we am very pleased to announce that Tim Newing has been able to secure bedrooms and a private dining room for our event at the **Cheshunt Marriot Hotel**, nearby. We even get an exclusive bar area for those all-important pre-dinner drinks.

The hotel (postcode EN10 6NG) is just 12 miles (25 minutes drive) from Hatfield House, and the end of the car park will be sectioned off and reserved for the Triumphs so that the cars will be safe. The normal parking charge (even for members arriving in modern cars and parking in the normal spaces) will be waived. Rooms are £70 for double occupancy and £65 single, inclusive of full English breakfast. The use of the spa, Jacuzzi, gym and pool facilities are all included.

The Cheshunt Marriott are able to give us the same menu choices for the dinner and at the same price as before: £25 per head.

To book the hotel just phone 01992 451145 and then key 7638. This will take you through to Rhea or one of her colleagues and you will need to quote code **B38**. (If you had already booked the White Horse then by the time you read this, you should have heard from Tim Newing to check the details and your booking will have been transferred over. If not then let me know!)

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 very 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!

Dinner Menu

	Name of diner/s	1	2	3
	(Razoredge club)			
	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 an opportunity 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 June 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.

The Hatfield House entrance to use for the Rally is shown on the back cover of this magazine!

The Sat Nav setting is **AL9 5AE** and this will take you to a spot on the A1000 (Great North Road) where you'll find, right opposite Hatfield Station, an impressive statue on a huge plinth, and big wrought-iron gates. That's where we go in; ***please keep the speed right down at all times in the park.***

It is also a pedestrian entrance, and there will be tourists, children and dogs roaming free.

TRIUMPH RAZOREDGE OWNERS' CLUB
FORTIETH ANNUAL GENERAL MEETING

SUNDAY MARCH 13th 2016

Notes from the Meeting

We convened at 10:30 in the Bettman Suite at the Coventry Motor Museum; very appropriate, since Siegfried Bettmann (1863-1951) was the founder of Triumph, as well as being Mayor of Coventry in 1913. All the Committee members, as listed on the inside cover of the Globe, were present; with the exceptions of Tom Robinson (abroad) and Irving Dalton. We were also pleased to see an increased number of other members present.

Chairman Chris Hewitt opened the meeting, remarking on the welcome increase in attendance at the meeting, and reflecting briefly on a positive year for the Club.

Bob Parsons, wearing the first of his two hats as **Secretary**, reported that all our due Companies House registrations were up to date. He requested and obtained a vote to end the category of Associate Membership – originally created for people who did not have a Razoredge car and therefore would not need parts, but wished to be members of the Club for some other reason, at a slightly reduced membership fee. The reason is that in reality, the spares service pays for itself and is self-sustaining, but even at full normal rates the membership fees do not cover the costs of printing, postage and insurance (see Treasurer's Report, below). (Existing Associate Members will continue as such.)

Colin Copcutt guided us through the reasons behind the revision to the **club Constitution**. The last revision was many years ago, and several items had become out of date. There was some discussion of our insurance status, and the Committee was able to reassure questioners that we are fully covered. The new constitution was unanimously adopted.

Arising from that item, it was clarified that the new company (TROC ltd) we created last year was in response to a new venture which had been set up by some of the Roadster members, naming themselves the Triumph Roadster Owners' Club. We saw a need to prevent the possible confusion which could result if they chose to use the initials, matching ours, so we have staked our claim first. It involves minimal expense, and does not affect the normal operation of our club.

Your Editor's report followed, in which the six editions of the past year had been successfully produced, a little closer to the intended deadlines at the start of each of the even-numbered months. It is hoped the timing will continue to improve.

Two news items from the Editorial front: a complete set of Globes, from issue 1 in 1975 right up to the present day, has been donated to the Club by member Craig Pillans, from Louth in Lincolnshire, whose eyesight has sadly now reached the stage where the documents are of no use to him. These will now be held as a valuable archive by the Editor, and will be available to answer questions, to create a history of the Club, and as a resource of items for future editions of the Globe to reproduce. There was a unanimous vote of thanks to Craig for his thoughtful gift.

Secondly, it was reported that we have been having problems with the emailing of electronic copies of the Globe. For some reason emails sent to a number of recipients, with the magazine attachment, are not always getting through; and on some occasions we have had no notification of these fails. We also have one email address which doesn't seem to work at all. We are working to resolve these problems.

Bob Hobbs reported on **membership**: our gradual decline in overall numbers has continued, and very few of the members who have left during the past two or three years have re-joined. We now have 110 UK members, 20 overseas, plus four associate members and four honorary members. Each month we have one or two new members, sometimes taking over existing cars, and sometimes with cars new to

the club; but they do not quite balance the number who leave each year as the membership fees become due.

There was concern expressed about the tendency of some to allow their membership to lapse, and then re-join a few years later when they next need parts. Because we have regular outgoings and costs to meet, these people are allowing others to keep the club going for them without contributing their share; but there appears to be little we can do about this problem. There was also concern about members buying spares on behalf of non-members, who are also not contributing their share towards the continuing existence of the Club.

Methods of payment: we continue to have PayPal, and last year we added the facility to accept payments by credit or debit card, over the phone. There are costs associated with this route (£7 per month, plus 2.75% on each payment), but it was agreed that these costs are justified by the convenience to members and the more efficient payment and despatch of spares, especially in view of the possible withdrawal of payment by cheque at some point in the future.

The **Spares secretaries' reports** showed the usual slow but steady turnover of parts. There were no items in critically short supply, but some items the Club will need to have re-manufactured in the near future, and some of those are quite expensive; but it was clear that where it's necessary to spend in order to maintain stocks, that's what the fund is for. We also needed more track-rod tubes to be made up; and one item of concern was that the engineer we have been using to rebuild steering columns has stated an intention to retire in a year or so. During the year, £3,048 had been spent purchasing 'new' spares, and £10,754 worth of spares had been sold to members (see Accounts, following). Our spares account funds in the bank had recovered by over £1,500 after the large expenditure of 2014 on reorganising our spares storage. This is a healthy picture.

Bob Parsons gave the **Treasurer's Report**. The pattern of previous years was seen again: the Spares account is strong and healthy, with a large balance in the bank; but the General account had a deficit, because of slowly-declining membership income and steadily-rising costs for the printing and postage of the Globe newsletter. The Spares account had subbed money to sustain the General Account on two occasions, to a total of £3,870, and only part of the loan of £1,000 in 2014 had been repaid. The club finances are healthy, but the General account is not self-sustaining in the way we would like.

There was a suggestion from the floor that we made an immediate further rise of membership fees, observing that the Club gives better value for lower fees than many similar classic car clubs. Other members spoke to express appreciation of the value given. It was however pointed out that in fairness to all members, if a further rise is proposed, we should notify members in advance so that they can express a voice, as we did last year; but that the Committee would have to consider this possibility for next year. Ways of reducing the costs of production of the Globe would also be investigated. The accounts were accepted and approved.

John Bath gave the Historian's report, including mention of changes in the arrangements for providing 'Birth Certificate' details for cars as covered in the February Globe. He had been successful in publicising the Club's 40th anniversary year in Triumph World, and there was a further article promised.

Elections of Officers: all existing committee members were prepared to continue for the year ahead, and were unanimously elected *en bloc*.

There was no other business. Details of next year's meeting will be published in the Globe in due course.

T.R.O.C. LTD GENERAL ACCOUNT 2014 and 2015

	2014	2015		2014	2015
EXPENDITURE			INCOME		
Globe printing and postage	£ 4,776.46	£ 4,660.82	Money at Bank 1.1.14+ 15	£ 2,413.06	£ 1,704.95
Stationery + postage	£ 181.64	£ 86.14	Subscriptions (incl joining fee for newmembers)		
Meeting + Rally costs	£ 1,317.47	£ 934.12	110 (128) Ord Members		
Gift / Donation / Bequest	nil	£ 300.00	20 (25) O/S Members		
Repayment of temp loan to Spares A/c	£ 1,000.00	£ 870.00	4 (4) Assoc Members		
Web design + maintenance	£ 385.00	£ 385.00	4 (4) Hon Members		
Repayment of Subscription	nil	nil	138 (161)	£ 4,854.15	£ 4,179.25
FBIYC Membership + D.M.A Investigations	£ 73.15	£ 80.26	Contribution from TROC Spares A/C	£ 2,143.94	£ 3,870.00
Company Hse Registration	£ 13.00	£ 13.00	Mayflower Club Rally contribution	£ 60.0	£
Bank charges	£ 61.75	£ 13.00	Adverts / DVLA Car Registration	£ 31.0	£ 16.0
Sub total	£ 7,808.47	£ 7,342.34	Sales of mugs, badges + diagrams etc	£ 10.0	£
Money at Bank 31.12.14 + 15.	£ 1,704.95	£ 2,428.79	Repayment of deposit	nil	nil
	£ 9,513.42	£ 9,771.13	Bank interest	£ 1.2	£ 0.9
				£ 9,513.42	£ 9,771.13

T.R.O.C. LTD SPARES ACCOUNT 2014 and 2015

EXPENDITURE	2014	2015	INCOME	2014	2015
Spares Purchased	£ 4,881.34	£ 3,048.6	Money at Bank 1.1.14 & 15.	£ 26,975.42	£ 18,467.4
Postage world pay charges	£ 1,414.61	£ 743.0	Spares Sales	£ 9,453.9	£ 10,754.6
Transport costs	£ 214.9	£ 60.5	From Gen A/c for spares sales	nil	nil
Manuals, Stationery & stamps	£ 466.7	£	Postage for spares sales	£ 1,414.6	£ 743.0
Rally tent, banner & sound system	nil	nil	Members credits on goods	nil	nil
Spares storage building works	£ 10,000.00	£	Temporary loan from NO 1 A/c repaid	£ 1,000.0	£ 870.0
Refund on deposits	nil	£ 437.2	Donation	nil	nil
Companies Hse Registration	£ 66.0	£ 13.0			
Liability Insurance	£ 764.9	£ 761.5			
Directors Liability Insurance	£ 424.0	£ 438.0			
Leaving gift	£	£ 134.9			
Transfer to Gen A/c loan	£ 2,143.94	£ 3,870.0			
Transfer to Gen A/c subs	£	£ 329.0			
SUB TOTAL	£ 20,376.53	£ 9,935.9			
Money at Bank 31.12.14 & 15	£ 18,467.41	£ 20,029.19			
TOTAL	£ 38,843.94	£ 29,965.13			
			TOTAL	£ 38,843.94	£ 29,965.1
			STOCK AT COST		
			31.12.14	£ 64,945.38	£ 62,775.0
			1.1.14	£ 66,285.00	£ 64,945.3
			31.12.15		
			1.1.15		

THE INTER-CROSSING ROADS OF CARS AND PEOPLE

Very often we have requests from people who once owned a Razoredge and who would like to know what has become of the car since they parted from it, because these cars leave a hole which is hard to fill; but usually, there is little we can tell them. The date when one was exported to Bayberry, Ohio; for another, the date of last registration, twenty or thirty years ago; for many, nothing at all.

On this occasion, however, we can trace the intertwined histories of several cars and owners over the last forty or more years. Our first story is one familiar to several members, and which motivates the owners of many dearly-loved classics: the memorable family car of our childhood, which calls out to us as we become adults and car-owners ourselves.

Towcester freelance photographer Paul Howard has, after 51 years, has achieved one such personal goal. When Paul was just 5 years old, in 1961, his father Geoffrey Howard who then worked as an engineer at the Plessey electronics factory in the town bought a prestigious Triumph Town and Country Saloon to replace their little Austin 7, which by that time was sitting redundant and rusting on waste ground opposite their tiny rented house in Park Street, where Paul and his little friends would play and imagine driving and fixing the old Austin.



Finally the old car was towed away and the shiny Triumph stood in its place. Paul would happily clean and polish the large chrome headlamps, radiator and hubcaps. He would sit on the sweeping running boards imagining that he was on holiday somewhere near the seaside.

Left: Paul's father Geoff in the proud new car; right, Paul and his brother Peter in the deep snow of winter 1963.



Unfortunately soon after his father Geoff bought the car he was diagnosed with cancer and spent most of the next two years in the Westminster hospital in London. Paul's dreams of going on holiday in that lovely old classic car with its ash woodwork and green leather seats never happened because four days after Paul's 7th birthday in May 1963 his father died leaving his mum a widow, who now had to support him and his elder brother with hardly any support then from the government. Because his mother Iris couldn't drive, the car was given away to an uncle and Paul watched it being driven off down the street, never to see it again. In his 7-year-old mind he told himself that one day he would drive one himself.

The memory of that lovely car was engraved in Paul's mind and when he started his photography business in Towcester in 1983 he bought a kit car replica of an old Ford Model T which he used to take brides to church in, also he regularly took his two young children to school in it, much to their mates' surprise. The love of old cars was never far away. Since then Paul has had a series of different old cars, which he has used for his wedding business with great success, but the memory of being able to drive a 1950s Triumph Renown had still not been fulfilled.

That was up until last year. While browsing on an auction site on the internet Paul came across an advert for a gorgeous 1951 silver-grey Triumph Renown that a wedding car hire company, down near

Gatwick, was selling. This was Brian Goodman, a TROC member, whose wedding cars included Rolls-Royces, an Austin Sheerline, Humbers and a Daimler amongst a total fleet of 26 cars – impressive company. Due to ill health he was selling some off. This one, he told Paul, had featured on the BBC Antiques Roadshow a few years ago, and he had a photo of one of the presenters standing next to the open car door.

Paul couldn't wait for the 6-day auction to finish, so he contacted the owner direct and asked him what price he wanted for it. A provisional deal was struck and within 14 hours Paul and his wife Rebecca were watching two large metal gates slowly automatically open (always impressive!) leading to a gravel drive and the owners home. There stood in front of the large house was a gleaming silver car that evoked so many different happy and sad memories from over half a century ago.

After the seller took Paul for a spin in the car, it was really a foregone conclusion that it would be coming back home where Paul would be the proud new owner of the car he had wanted for so long. A "Triumph" in more than one sense.

It has now been used again occasionally for local brides for their weddings, along with Paul's 1959 Retro red and white Vauxhall Victor.

Paul was not only the photographer at his son's wedding at the end of last year but he took his new daughter in law to the wedding in the Triumph (as you can see the photo of the car in the setting sun).



His web site is www.paulhoward.co.uk and there are more images there for readers who would like to follow up.

The photo on the left which shows Paul standing next to his new car on the yellow lines is where he lived back in 1961, and the waste ground where the original Austin and then Triumph stood is now the newish buildings on the right of the photo.



Meanwhile, in the February Globe we recounted the story of WHK 467, TDC 1507, currently being restored by member Andreas Wernli and a class of students at Technische Berufsschule, Zurich. This car was owned first by a Dr Sanger, who bought it new in 1953; then by Peter Whittingham, of Whittinghams in Rochford, Essex, which still exists today; and then by Jim Fincher, friend of our Club Historian John Bath. It was John who pieced together the car's story as shown in the February Globe, and now he has some fascinating further pictures of the car during Jim Fincher's ownership in the 1960s, contemporary with Paul Howard's childhood memories recounted above.

Amongst them, amazingly, are pictures of the car standing on the same Whittingham's forecourt which we showed in the February issue.

Then (1972)...



... and today.



Notice the wing mirror extensions for visibility when towing a caravan, folded in here in order to negotiate the field gateway at Berry Barton Farm, Branscombe, Devon – a regular holiday venue for the Fincher family from 1958.

Today, accustomed to driving our cars amidst torrents of zippy faster-moving traffic, the thought of attempting it whilst towing a caravan would be daunting; but in the sixties, this was an ideal towing car – powerful enough to hold its own in the traffic of the day even with that burden. For instance, the first



Morris Minors, exactly contemporary with our cars, did not quote 0-60 figures because they could barely go that fast.

The final picture from Jim Fincher's son Rob – the Renown alongside the B-registered (1962) Jaguar mark 2 which replaced it, and it was sold to Karl-Heinz Klemenz.

We hope to be hearing more about WHK as the restoration progresses in Zurich.

At the same time that Jim had his Renown, John Bath owned FRD 144, a TDC. He sold this in 1975, just as the Club was being formed; but this car, too, has reappeared in recent years. After a period off the road it had been re-registered as 461 UXA, and then in 1999 was bought by Eric Jarvis, of Gnomes Cottage, a delightful address. After a decade in Stondon Museum, it then came up for auction last month. It has now been bought by Paul Ward, a past owner of a Razoredge and member of TROC, who intends to address the various issues which have arisen since it was last roadworthy. (Museum life is not very good for cars; they need to be driven, maintained, and – above all – enjoyed.) Paul knows of the whereabouts of Mabel, his previous car, but it was not for sale, so he has taken on this one, and we wish him all the best in continuing the story.

With thanks to Paul Howard, John Bath, Rob Fincher, Karl-Heinz Klemenz, Bernhard Ruest, Andreas Wernli and Paul Ward for their contributions to the research, and for text and images.

TROC Car “Birth Certificate” Service - new charges and system – repeat announcement

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

**FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS:
THE NATIONAL HISTORIC VEHICLE SURVEY 2016**

Dear Member,

The Federation of British Historic Vehicle Clubs, of which our club is a member, has announced the launch of the National Historic Vehicle Survey 2016. This important national survey is designed to identify the importance of the historic vehicle movement to the UK economy and the trends in historic vehicle ownership. The results will be used by the Federation of British Historic Vehicle Clubs to support their work on our behalf in representing the movement's views to Parliament and to ensure we are able to enjoy the use of our vehicles on the roads for many years to come.

Members completing the survey can elect for complete anonymity or may choose to add their email address to the survey to become part of the Federation's focus group to be consulted from time to time on issues important to the historic vehicle movement. The Federation have confirmed that no email addresses will be released to third parties.

The survey is critical for the preservation of our historic vehicle interests and we are happy to give it our full support. We encourage you to participate by completing the survey.

To complete the survey click here <http://tinyurl.com/zv3qyq2>

On behalf of the FBHVC may I take this opportunity to thank you for your time and involvement in the survey.

SUCCESSFUL START OF NEW CLASSIC CAR FESTIVAL

Holden Vintage and Classic, Brightwells, Mintex and Morgan Cars have jointly launched a new **Festival of Speed**, held at Bromyard, Herefordshire. The inaugural meeting was on Sunday April 3rd, and if you have internet access you can view a video report by BBC Midlands on the Holdens website at www.holden.co.uk.



Amongst the many historic cars touring Bromyard High Street: the 1922 Sunbeam land speed record car.

THOUGHTS FROM THE WORKSHOP AND SPARES SHED

By Bob Hobbs

The Vanguard 2088cc engines in the TDA, TDB and TDCs are fairly tough old beasts but when provoked can cause quite a lot of trouble. A fairly frequent occurrence is that we receive a request for a new cylinder head gasket, perhaps because there is an oil leak or a decoke is to be performed. A new gasket is supplied and all should be well.

However, all too often a request follows for another gasket. There is usually the comment “there’s water in the engine oil”. At this point it is almost certain that whoever undertook the work did not follow the instructions in the workshop manual or the advice given when the first gasket was supplied.

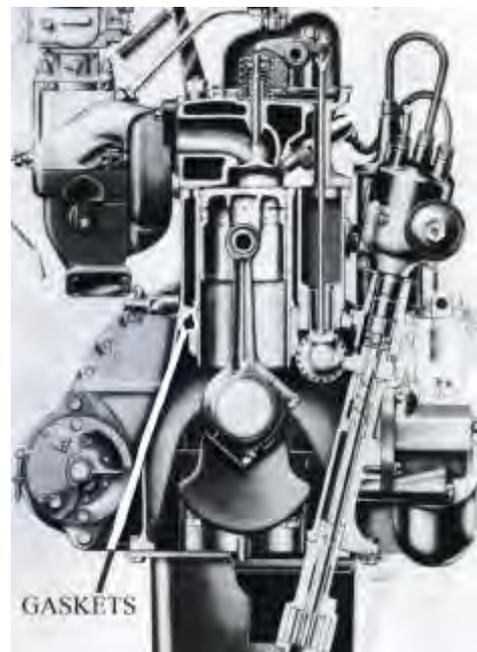
The engine is what is often called a “wet liner” design. The cylinders were inserted into the engine block individually. This has the advantage that better quality material was used for the cylinders and it makes reconditioning the engine much easier. The problem is that at the bottom of each liner there is a very thin sealing washer to keep the water where it should be for cooling. The only thing keeping the liners in place is the downward pressure of the cylinder head when fully tightened down. When the head is removed it is **ABSOLUTELY** essential that retaining clamps are used to hold each pair of liners down. Without these clamps the slightest movement of the crankshaft and hence pistons will cause movement of the liners and the seal at the bottom will be broken. It only takes a few thousandths of an inch!

If this happens then water will seep through and into the oil and if allowed to continue will lead to total failure of the engine. Replacing the seals requires each of the four liners to be removed from the engine which then leads to the need to remove the connecting rods and pistons. One then has to sort out the mess as the rusty mess drops down over the bottom end of the engine. This all becomes expensive and time consuming. It is also completely unnecessary if the original job is done according to the procedures laid down in the workshop manual.

In the pictures below one can see the position of the “figure of eight” gaskets and an example of how to clamp the liners when the head is removed.



Fig. 20. Showing one of the two retainers required to prevent sleeve movement



TRACING OUR ARISTOCRATIC ROOTS: THE BENTLEY MARK VI

In 1946, after the austerity of the thirties, financial collapse, and absorption by Rolls-Royce, and then six years of war, Bentley cars were looking for a way to move forward into the post-war future. Only nine cars had been produced of the pre-war Mark V in 1939; punitive rates of purchase tax were now being imposed to help pay back the massive loans taken out to fund the war effort, and rationing was a constant reminder of our position as a nation. Bentley's response was to produce, for the first time, a complete off-the-peg car, instead of a rolling chassis which the new owner would have coach-built to their own specifications. It had a tried-and-tested 4½ litre engine, was as well-appointed as one would expect for a car in this part of the market, and had a self-lubricating system by means of a floor pedal which the owners' manual advised should be pressed once every 100 miles.



Image with kind permission of Frank Dale & Stepsons

The Bentley initiative was an immediate success, and there was soon a waiting-list for the cars, despite the £4,473 price-tag (including tax). (The car shown above is currently for sale from Frank Dale's of London, and is expected to reach around £95,000. It has been in Switzerland for several years, and has been restored sympathetically as required to maintain it in top condition.)

This is, undoubtedly, the sort of car Sir John Black had in mind when he tasked his designers with producing the first Razoredge Triumph, using the Roadster chassis and engine, and a mixture of war-surplus aluminium and steel for the body panels in order to cut costs. For around one-fifth of the price of the Bentley, the achievement sketched by the Triumph team, fleshed out and realised by Mulliner's

designer Les Moore, and then tweaked by Walter Belgrove, was remarkably close to the Bentley in mood and style.

To the Renown owner, looking at the Bentley, there are many features which are immediately familiar – but at a far higher standard of finish and attention to detail. It is not entirely a pleasant experience! There is a strong feeling that “this is what ours was really meant to be like” – but to achieve that, of course, you have to move to the Bentley price-bracket. The bank managers and small and medium sized company owners who bought the Triumph had to content themselves with the style, but not the substance.



Spot the differences:
Bentley on the left,
Triumph on the right.



These images are actually of model cars, because it was easier to create matching angles for comparison – the Triumph is the Lansdowne model, and the Bentley is by Oxford Die-Cast Models of Swansea – but, sadly, is made in China, as nearly everything is these days.



The Bentley has slightly more rounded contours. I would imagine the Triumph’s more angular lines would be intended



to emphasize the ‘razoredge’ style, which is clearly one of the defining features of the car. It was probably not for cost-saving purposes – despite first appearances, there are only three lines on the Triumph which are actually straight.

The model Bentley is the ‘standard’ fully-finished car; the large picture above was in fact a coach-built variation, one of 195 made by H J Mulliner in Chiswick, providing the additional fourth side window and making it even closer to our cars. The standard Bentley only had three windows along the side.



Image by kind permission of Skywagons.com

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 super-special. It's always good to share Razoredges out and about.)

**Sunday 3rd April and first
Sunday each month**

A gentle road-run for any classics, meeting at 2pm at the Departure Lounge Café, Basingstoke Road, Alton, Hants. Might even try this one myself!

Saturday 9th April

Gaydon Spring Classic Virgins Day is intended to provide helpful information for new and prospective Classics owners; with demonstrations and a chance to ask the experts.

Also that weekend:

Malvern Commercial vehicles show; Aston Martins at Beaulieu; Italian cars at Sharnbrook Hotel, Bedfordshire, breakfast meeting with road run; Vauxhall Bedfords meeting at Luton; MGs of all ages at Brooklands.

Tuesday 12th April

Informal meeting, no booking needed, on the quay at **Christchurch, Dorset**. 11am – 5pm.

15th – 17th April

The Flying Scotsman Rally, - nothing to do with the newly-restored train – leaving Belvoir Castle, touring through Lincolnshire, Yorkshire and Northumberland over three days, and after touring a few lochs, finishing at Gleneagles Hotel in Scotland. It's for pre-war cars, so our Razoredges are a bit too Johnny-come-lately, and besides all 100 places for this year are taken. However, they are recruiting for Marshals – which would be a grand day out in a Renown, wouldn't it? Helping to support a great event, and having a grand-stand view? Contact Bob Hargreaves, chief Marshal, at bob.hargreaves@btinternet.com or phone 01229 587 777; or visit the website at <http://www.endurorally.com/pages/marshals-wanted> for further details. It's organised by the Endurance Rally Association, who have long experience and a good reputation for organising. (They also run the Peking-to-Paris Challenge, trans-Americas, trans-Sahara, and the Road to Mandalay, so they'd need to be good.)



Sunday 24th April

**DRIVE
IT
DAY**

DRIVE IT DAY – events happening all over. One, which might be of extra interest: the Standard Club, our close cousins, New Forest Group, meet at the Bear and Ragged Staff, at Stonymarsh, near Romsey, at 10am, for a quiet drive around the Hampshire and Wiltshire lanes, returning to the Bear for a late Sunday lunch. Sounds perfect to me! **If you can find a better – write and tell us about it, with a photo.** The Derby Bentley boys are doing a 'Wander to Wensleydale'; veteran sports cars are at Silverstone, and historic ones at Donington; Bugattis will be pounding up the Prescott Hill Climb; an informal gathering at the Flower of May, at Leberston Cliff near Scarborough; anything goes at Brooklands; Morgan three-wheelers will be at Crich Tramway Museum; 700 classic cars expected at Discovery Park, Sandwich – only 5 miles from me, so I have no excuse – all classics welcome at the Rural Life Centre, Farnham,

DRIVE**IT****DAY**

Please note our appeal – see Editorial, page 2.

28th – 30th April

April 30th – May 1st

April 30th – May 2nd

Monday May 2nd

2nd – 6th May

Sunday 8th May

Sunday 8th May

13th - 15th May

Surrey; a proper rally with regularity tests and off-road sections, but at a gentle pace, in the Scottish Malts run, 24th-29th, based around Cameron House on Loch Lomond; buses gathering at Amberley, West Sussex; for the especially patriotic there's the St George's Day Run in Norfolk, starting in Sheringham and finishing at Sandringham, in aid of the Air Ambulance for which Prince William is a pilot; Birmingham Morris Minors will be at Coventry Motor Museum, and welcome all other classics; the Wheel Nuts meet at Stroud in Gloucestershire; Land Rovers at Stoneleigh; breakfast at the Deanston Distillery, Doune, do the highland rally and finish at the Rest and be Thankful (well, there's a classic hill climb on the course).

THREE hill climbs if you choose the Manx Classic on the Isle of Man.

At Magny Cours, France, the British Classic hosted by Jaques Lafitte; a parade on the circuit, a reconstructed historic village in the centre of the circuit.

The Rushden Cavalcade of Transport, Northants. Just off the A6, including a Country Fair.

St Catherine's Fair, Guildford, Surrey; a traditional May Fair with 80-120 classics attending. Trophies for best in show, oldest, best restoration.

St Mawes Classic: only a limited number of cars (20), but travelling about all over Cornwall during the four days. Visits; great meals.

Mendip Vintage and Classic Tour, limited to 150 cars, touring Somerset and the Mendips. Lovely.

British Commercial Vehicle Museum spring show, at Leyland near Preston, Lancashire. They'd love you to come and see the Museum.

Monaco Grand Prix Historique: on the famous street circuit around the town, a series of races from 9am through to 6pm, featuring different ages of classic sports cars from 1930s Bugattis to 1970s F1 cars.

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. 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.

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!

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.



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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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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.*

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 or email janda4142@gmail.com

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 or Email sue@sdalton.plus.com

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. Email;

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.