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# THE GLOBE

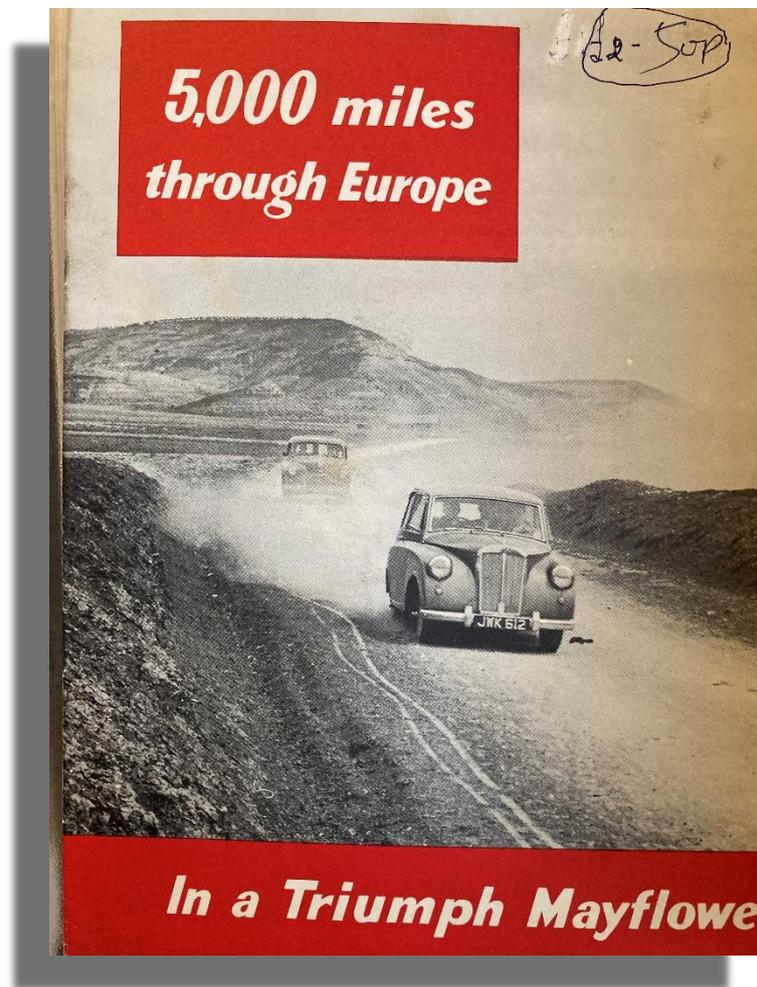
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VOL 51

NO 5

DECEMBER 2025

## TROC 50



Heroic 1950 adventure in a Razoredge – Oh, it's a Mayflower.

Would you like to know where that car is now?

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TRIUMPH RAZOREDGE OWNERS' CLUB LIMITED

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

***The Spares service will be suspended from February 7<sup>th</sup> to March 9<sup>th</sup> 2026. You may still send email requests, but there will be no email replies nor spares posting until after March 9<sup>th</sup>.***

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

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

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

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

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

## EDITORIAL

Dear members,

First and foremost: **warmest Christmas Greetings from your Committee.**



# TROC 50

It's been a grand year, and our various 50<sup>th</sup> anniversary activities have gone at

least as well as we could have wished, and in some cases have exceeded expectations. The final stage of the 50<sup>th</sup> Anniversary process is enclosed with this *Globe* for all those members who have been with the Club continuously for ten years or more: we are encouraging and recognising your long-term support with a Certificate. The founder members of the club – counted as all those who joined in 1975, the first year of membership – were presented with theirs at the Rally, but we recognise that continuous membership for a full 50 years is a bit much to ask, and that 10 or 25 years continuous membership of the Club also deserves recognition and thanks. For all those whose membership start date lies between those landmarks, we are sending you a current recognition certificate, and all members will in future be sent a further certificate as they reach the 10, 25 and 50-year points, with recognition reported in the *Globe*.

**Whilst we're considering our membership:** in the early years of the Club, it was the practice to publish a complete list of members, annually, in the newsletter. In those days, getting to know all those fellow enthusiasts who had an interest in the cars was simply one more positive aspect of growing the membership. The sharing of membership data ceased when the membership grew too large for it to be practicable, but these days computers come to our aid and make it possible once more. However, we have also moved into an age where people are more cautious about sharing their details, so we are going to re-check with all members before publishing. **The advantage**, of course, is that you might discover there are other Razoredge owners in your area, and it becomes possible to check with them whether they will be attending local events. It's always good to meet up and get a photo together.

**Plus: Mayflowers will be blooming with us in July.** We are very pleased to announce that our 2026 National Rally will return to the **Avoncroft Museum of Historic Buildings**, which has a similarly homely and friendly atmosphere to the Burford Cotswold Wildlife Park, scene of our very successful 50<sup>th</sup> Anniversary Rally last July. The Mayflower Club have accepted our invitation to join us there, so that all the Triumph Razoredge cars will be together again for the first time since Quorn and Woodhouse in 2022. Our last visit to Avoncroft was in 2021, the first rally after the pandemic lock-down; it felt good to be free of face-masks, the sun shone, and our cars appreciated the chance of a run-out as much as we did. More details will follow in subsequent newsletters, but please mark the date in your calendars for next year: **Sunday 12<sup>th</sup> July**. See page 115. Then, we have our amazing cover story – see overleaf.

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

*Editor*

### We welcome new members:

1340 Chris Walker, of Huddersfield, who has purchased Phil Heycock's TDB 4822 DL, PPJ 45.

### Our cover pictures for this issue:

Front – JWK 612, a Mayflower, but more than that: the **FIRST** Mayflower, Commission Number X488. It's a prototype, used for this sales stunt, then last taxed in 1961 and believed lost. Then it turned up in Oregon in 2016... the full amazing story by John Bath starts on page 106.

Back – A photograph submitted for the calendar which did not quite make the cut. This is Radovan Trepac, with TDB 3252 DL, the only Razoredge in Slovakia. Wonderful light effects!

## OUR COVER STORY

The front cover of this edition shows a 1950 promotional booklet for the Mayflower, in which one of the nine prototype cars we know were built before the main production run commenced, was used to demonstrate the car's reliability, speed, and long-distance potential. Those are not qualities which immediately spring to mind when we think of Mayflowers – but this, after all, is marketing and advertising. The marketing of the Mayflower was something of an epic disaster, and overshadows the car's good qualities, which are many.

For a start, the car was principally aimed at the American market, hence the 'Mayflower' name. In the immediate post-war years Britain urgently needed export sales, and America was the ideal target: and this was Triumph's first shot at it. In an age when America was going streamlined, huge and fast, we sent them a car which was angular, compact, and under-powered. It was also more expensive than contemporary American output. Only a few hundred were ever sold in the US. Thank goodness that the TR series, a few years later, found a better niche.

There was also the strange case of the drop-head coupe.

This was a treatment usually given to sports cars, and might have appealed to owners who would have loved to have a sports car but really needed a compact family saloon for practical use; but when you look at the folding hood – there is a large hinged support arm on the *outside* of the hood, which strongly resembles the same mechanism on a pram, and it has a bulky framework which sits very awkwardly above the square protruding boot. If you're trying to appeal to a would-be sports-car owner, making it look like a pram is NOT the desired image.

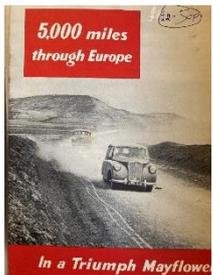
Despite these handicaps, the Mayflower is a very good car and has many devoted followers. It is less pretentious than our larger Razoredge saloons – no-one could think that a Mayflower was trying to imitate a Rolls or Bentley – but it still has a sense of style and design which many of the competitor cars from Austin and Morris lacked in their small cars, apart from the Morris Minor's contrasting bulbous roundness. It may be slow, but it is sturdy; a car which a family could grow up with, go on holidays in, and take Sunday drives out for a picnic. Do you remember the Sunday drive? A pure pleasure ramble, a journey with no destination. When we cursed 'Sunday drivers' it was often a Mayflower causing the delay, just enjoying the ride. Around 35,000 Mayflowers were made, double the 15 thousand of its larger sibling.

In that context, let us take up the thread of the story of this particular car, with John Bath, Club historian. Look closely at our cover, and you can make out the registration: JWK 612.

### MAYFLOWER PROTOTYPE JWK 612

by John Bath, writing in 2017

Tom and I found the Coventry licensing card for this car in the local Motor Museum in approximately 2008, showing it as "LL 1961", which usually means 'end of story', as it is shorthand for 'last licensed' and the scrapyards.



Here is the front cover from the SMC booklet from 1950, and here it is in California in 2016!

Sadly, I am not sure any of our own cars has a story quite like X488, which could almost be turned into a complete book.



### Triumph Mayflower Pre Production Prototype JWK 612 – Commission Number X488

Most prototypes are tested “almost to destruction,” often differ in detail from the production version, and might not be finished to the same final-build quality. For these reasons they are usually just scrapped by the manufacturer – as well as to avoid incurring tax. So how did X488 escape this fate? I guess we will never know; but very luckily, it did so, and it is currently in Oregon, in the Northwest of the USA.

We know it was one of nine pre-production prototypes and that it was built on 20<sup>th</sup> March 1950, with engine X531E.

*[We believe it was KDU 272 which appeared at the Earls Court Motor Show in September of 1949, having been built on 20<sup>th</sup> August, but not registered until the following August. JWK was then the second Mayflower, built on 20<sup>th</sup> March and registered later that month, and the other prototypes were first registered, in date order, JVC 915 and JVC 916 in June 1950, KDU 272 in August 1950, KRW 781 in December 1950, KWK 656 and KWK 658 in January 1951, and LRW 42 in September 1951; but the other commission numbers are not known, so it is possible the build order was different from the registration dates shown – Ed.]*

My connection with X488 – in the experimental numbered series – starts from about 20 years ago, researching the large Razoredge models with my good friend, Tom Robinson, in the Coventry Motor Museum. We are both on the Committee of the Triumph Razoredge Owners Club Ltd (TROC) and were going through the Coventry licensing records in search of locally registered large Razoredge cars – and anything else of interest - which automatically included those assigned to the factory.

The original record card for JWK 612, or X488, showed it was last licensed in about 1961; and that the last owner was a Cyril Cockerill of Anlaby Road, Hull, who had bought the car from the factory in the late 1950's.

Therefore, surely that ended the story of one the most widely travelled Mayflowers in the World at that stage, as the “star” of the Standard-Triumph booklet “5,000 miles in Europe in a Triumph Mayflower”-



From the 1950 booklet, crossing the Alps.

**But in 2016, I was stunned to see a photo of JWK 612 in a piece featured in *The Automobile* magazine** in the regular column, “*Finds and Discoveries*” compiled for many years by the late Michael Worthington-Williams OBE. Moreover, it still showed its British number plate JWK 612!

At that point it had just been saved by Kyia Friesen at the last moment from the scrap-man when the owner – still the same Cyril Cockerill - had died, and his widow needed to dispose of the car. But for this magazine article

with incidentally 5 people on board, including Harry Webster! Apparently, 5,200 miles were covered in 25 days, including crossing the Alps and the Pyrenees. plus testing on Jabbeke highway in Belgium where the TR2 MVC 575 was later put through its paces in 1953 to achieve a record-breaking result of 125mph, no doubt somewhat faster than the ‘flower in this article. The good news is that the TR2 also survives, and underwent a complete restoration in 2016.

X488 also featured on *Autocar* and *Motor* magazine Road Tests, showroom brochures, Triumph adverts and in factory Press Release photos seen crossing the Alps and elsewhere in Europe.



we would never know about its second equally interesting life, which would have been presumed to have ended with that Coventry registration card.

Incredibly, Cyril had emigrated, taking the car with him, from these shores, initially to Canada, before moving over the border to first New York, then the Los Angeles area, before settling in Lancaster, California, in the Mohave Desert area. Kyia only wanted to save this historic car but did not intend to keep it long term, hence enlisting the help of the magazine; it was at that point I approached Michael to ask to be put in touch with Kyia to see if I could help.

Very unusually, a follow-up to the original story was published in a second issue of *The Automobile*, and Michael too was clearly determined to do his bit to save the car. This was where Scottish ex-pats, Jason Dennis and Dennis Delargy stepped in to buy the car in 2017, but they are now back in Scotland, whilst the car remains in dry storage in Eugene, Oregon under the care of Kyia, a classic car parts specialist, who saved the car in the first place. He has the clear Oregon title for the car and can facilitate any transfer of ownership as he works in the classic car trade.

### **Attempts to find a Museum home for the car**

With Jason and Dennis planning to return to Scotland, attempts were made on both sides of the Atlantic to interest a museum in the car, which surely should have been easy with its “back-story”. However, it was exceedingly hard and frustrating work, as Kyia, Jason and yours truly were soon to find out! I personally visited a Museum to put the case for X488 from Surrey ....in “nearby” Arizona, though it is true that I was on holiday at the time with my family. One nameless Museum, after a long delay when we all naturally hoped for a positive answer, eventually replied negatively: “but we already have a Mayflower!” Thanks a bunch!

We agreed to call off our international museum negotiations at that point. Even in the unrestored condition, I thought it would make a great display item for a museum, in the “barn find” category, but I was clearly wrong, because others had tried too.

### **Current position on X488**

Richard Hughes is determined to take on this project, as new acting Chairman of TMC. I was asked to write this article for *FlowerPower* to help start the fund-raising to bring it back to GB, Lincolnshire specifically.

### **August 2025 update:**

The car probably only survived when it was in outside storage for an unspecified period, because it was in California, one of the so-called “dry States”. X488 now needs a full restoration and has rot in the ‘frame legs’ which it is understood can be fixed, with presumably the original engine; all parts removed to date are stored inside the car. (Jason rust-proofed the car with a rust reformer primer to prevent further rusting).

The two original British number plates are with the car, plus lots of paperwork, and the Commission Plate is intact too. Some dismantling has taken place to assist the rust-proofing, but the car is understood to be very complete.

**Summary:** No Triumph Mayflower has surely travelled so extensively as X488 or had such an interesting life. It was the subject of one of Standard-Triumph/s biggest ever marketing campaigns and is thought to be the only survivor from the experimental fleet of cars. Its escape from almost certain crushing was described in my new book “*Triumph Razoredge*”, published by Amberley Publishing earlier this year. The book concentrates on the large Razoredge cars, catered for by TROC since 1975, therefore this is our Club’s Golden Anniversary year, just one year after TMC’s founding. However, there is a section on the Mayflower, the Vanguard and possibilities for a Renown replacement – and a stillborn Mayflower replacement too.

**John Bath - August 2025**

**The latest news is even better.** Richard Hughes managed to find funding for the repatriation of the car, and in October/November it was shipped in a container from California to Grimsby, and collected on his trailer by John Corley, Mayflower Club secretary: so the answer to the teaser question on the front cover is that it now waits at his home in Leicestershire, unless by the time you read this it has made the final leg to Richard Hughes in Lincolnshire. Quite a journey!



JWK 612 X488, loaded on John's trailer and now safely under a tarpaulin to keep it safe from the weather

**It's not over yet:** Richard intends to bring it along to Avoncroft, in July, for our joint rally, where you will have the opportunity to view this piece of automotive history in the metal. I wonder if, since it is not much of a detour from their route, they'll pause at the site of the old Canley works in Coventry, so that this exceedingly long-travelled car can complete its personal circle.

**Last word: Mayflower Memorabilia: it's that car again**



Lansdowne Models, who also make a very fine TDC Razoredge model (modelled from TDC 2763, SYC 911, which you will find for sale within the pages of this Globe) – make two versions of the Mayflower. One is in blue, model LMD 49a; but LMD 49 is black, and if you look closely you'll see the registration shown on that car is JWK 612, our amazing survivor. A very fitting tribute, and they couldn't have chosen a better car to commemorate. These Lansdowne models are often available on eBay, and sell for around £120 - £150, depending upon condition.

Lansdowne produced that model in 2006, so presumably at that time were unaware that the car itself had survived and was languishing in California. They must have just taken the registration from early publicity material, or perhaps on the strength of the round-Europe tour.

NEWS OF OUR CARS

I'm a member of the Holiday Property Bond, and in the current issue of their magazine (p57) they carried a feature on Pickering, Yorkshire. They have holiday properties at Bell End Farm, and also in Askrigg. Presumably they were collecting information and photographs on the day of the 1940s event in Pickering, and as always - a Razoredge catches the eye! This one belongs to TROC member Graham Sinagola, from Cheshire, who is a keen 1940s re-enactment fan.

FEATURE PICKERING

Pickering's headlining Wartime Weekend attracts 1940s-garbed visitors from around the globe

music and family-friendly, festive entertainment. Regular attractions include Father Christmas and his sleigh performances from local bands

There will undoubtedly be more – but really, how much more do you need? Holidaymakers at Bell End Farm have the North York Moors as

Graham tells me it's quite an old photo they've found. The Pickering event folded in 2020, due to Covid restrictions, and this photo pre-dates that. Pickering shopkeepers and traders are campaigning for its revival, however, because of the business such an event brings in.



Graham Jacobs, "out with the gang". We are not quite sure what the two at the far end might be, but they look interesting. December 2025.

In the last edition, we showed photographs of a nicely-done brown pickup-truck conversion, and I rather got the wrong end of the stick. I knew the photos had been sent in by our member Alan Moore, but



I did not realise it was his own car. My records showed his car as black, not on the road and needing work. It turns out he has been *doing* that work, and the results are what we see above.

He writes: "I bought the car from a lovely chap, Neil Robertson, who had a flat in a Scottish stately home, near Edinburgh. I hired a trailer and one of my sons lent me his van, so I set off early one morning, in February 2015. Neil had lots of spares, which I piled into the van, the car was parked outside, a short distance away, and was in a very poor condition, with the rear of the roof flapping about. We loaded it onto the trailer and put a few more spares into the car, and set off for home, a very long and busy day.

I was always going to make a pickup from a 40/50s car, and was looking for a car that was complete, but beyond getting back to original, but, on examining the car the following day, I realised it was in a much worse condition than I first thought.

I stripped the car over the next few weeks, with lots of bits rusted solid or falling off. Getting down to the chassis, I dismantled the front suspension and made a small buggy to move it around. I left the engine in, thinking it was in good condition and worked round it. I shot blasted the chassis and did lots of plating around the front and rear suspension areas, painted it and reassembled the front suspension. The bulkhead was in good condition, but the brackets, fixing it to the chassis, all needed replacing/ fabricating. The bonnet was very good, but the wings, front and rear, were very poor and needed a lot of welding. All of the bodywork, from behind the front door pillar, is new, with the roof being altered to fit the new layout.

All the wood in the roof area was totally wasted, so new timbers were shaped and fitted. The dashboard was like Weetabix and just crumbling in your hand, so I made a new one from ply, and put new veneer on, and finishing with French polish. I had an original seat frame, and had that recovered in leather. The cab had to have a new floor, as the old one was very rotten. The brakes were all changed, lots and lots of bits and pieces and hundreds of hours of work. Having been working on it for 9 years or so, I eventually got it roadworthy, and had to have it re-registered and inspected, and I will have to have it MOT'd each year as it counts as "substantially modified" and therefore is no longer an Historic Vehicle.

So, feeling very pleased with myself, I MOT'd, insured and filled it with petrol, and drove 5 miles to a local merchants. However, when I came out, it wouldn't start, and in the end I had to get a breakdown truck to pick it up, and take us back home. When I totalled up the cost, it was £360 to do 5 miles, very expensive! The engine, which I thought was good, had a head gasket problem, and on stripping it down, I found it was not in good order, so I'm in the process of sorting the spare engine out, and hopefully getting back on the road next year!"

## FOLLOWING UP ON THE NEC

We had a very informative thank-you letter and detailed show report from Alison Judge, the NEC Clubs co-ordinator, and we reproduce extracts here.

Dear Stephen (that's Stephen Smith, our member from County Durham who co-ordinated the Club's stand and cars) -  
**Triumph Razoredge Owners Club Stand: 4-485**

Firstly, a big thank you from me to you and all your team for being part of the 2025 Classic Motor Show. I hope you have recovered and feel that last weekend's Classic Motor Show was both enjoyable and worthwhile.

Lots to share with you so I'll be brief!

72,738 enthusiasts attended over the three show days (up from 71,520 in 2024). You had 14 Club members quoting the club's discount code to purchase their entry tickets, which is a great result, and thanks for all your work promoting the show.

**Club applications are now invited for CMS 2026** and Stephen is enquiring from all of our members: **might you be interested in exhibiting your car in 2026?** The deadline for making an application is not until April, so we have time to think about it, but it would help him to know if we have volunteers who can give up those three or four days to take part. It will be on 6<sup>th</sup>-8<sup>th</sup> November, but would also involve Thursday 5<sup>th</sup> for setting up. **Email Stephen on [stephen.mini.smith@hotmail.co.uk](mailto:stephen.mini.smith@hotmail.co.uk) if you might be interested, so he can keep you in the picture as the process moves on.**

Kind regards, Alison Judge



In the cavernous interior of Hall Four, as the high-vis stage-hands are clearing away with an hour to spare before opening, the TROC stand is set up, cars polished and goodies laid out on the table, ready to go.

NEC AUCTION SALES REPORT FROM [WWW.THECLASSICVALUER.COM](http://WWW.THECLASSICVALUER.COM)

We've analysed all 337 cars that were offered at the NEC auction, and here are the top 5 headlines:

- **One of the Biggest Sales Of The Year:** The sale saw over £8,500,000 of cars sold (inc. fees) making it the 3rd largest sale of the year in the UK. (Topping the charts so far in 2025 was RM's London auction, followed by Bonhams' Goodwood Festival of Speed sale.)
- **What Didn't Sell Well:** Four of the five worst performing cars vs their estimate were Jaguars (see the [1976 XJ-S](#), [1983 XJ-S](#), [1975 XJ-S](#) and [1973 XJ12](#)). Interestingly, all of these cars (including the worst performing car of the whole sale) were in need of restoration. This further proves the market's lack of desire for cars in need of a lot of love, especially as softening values make it cheaper to buy a finished car than to restore one.
- **What Sold Well:** Despite four of the top five weakest performers being Jags it wasn't all doom and gloom for the marque. Catching all the headlines was [Harry Metcalfe's XJC V12](#) which smashed through its pre-sale estimate of £60,000 - £80,000 when it sold including fees for £157,500 - that's more than twice the previous world record for the model. The reality was that wasn't even the headline performer of the sale, it was the third best vs its estimate. In second place was another Jag, a [1961 Mk 2 2.4](#) selling for £24,750 (twice its top estimate). Best performing of the sale was the [Camel Trophy Freelander](#). With an estimate of £8,000 - £10,000 it set a new world record at £52,875 - more than 20x what a non-Camel Trophy Freelander sells for.
- **World Records Aplenty:** Iconic set 11 new world record prices at their NEC sale. Beyond those listed above, new records were set for:
  - [Capri Mk III 2.8 Brooklands](#)
  - [Lotus Europa](#)
  - [Morris Mini De-Luxe](#)
  - [Fiat Coupe 20v](#)
  - [Leyland Mini 1000](#)
  - [Ford Cortina Mk 1 1500](#)
  - [R230 SV12 Brabus](#)
  - [E21 316](#)
  - [Escort XR3](#)
- **Despite Budget Headwinds:** The UK market was subdued in October, with many enthusiasts sitting tight ahead of the anticipated budget as sell-through rate was the lowest of any month this year. Despite this, Iconic's sale delivered a very commendable **77% sell-through rate**, made even more impressive given only 11% of the catalogue was offered at 'No Reserve'.

### Why should we care?

After a clear tightening of the wallet in October ahead of the upcoming UK budget, the Iconic NEC sale faced an uphill battle. Despite that STR [*I think he means sell-through rate – Ed*] was very strong and 11 world records set with one of the biggest catalogues of the year. The one lesson to takeaway? **If you've got a car in need of significant recommissioning, the market isn't your friend right now.**

MY OTHER CAR IS A...

John Kerber, from Iowa, recently mentioned to us that he had acquired a very smart Jaguar Mark 2, but not to worry, he wasn't thinking of selling the Razoredge. I enquired whether he had any other interesting cars in the stable, and this was the result. VERY tasty. He also has other Triumphs.



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CLUB MERCHANDISE OFFER



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

Visit:

<https://www.logo-works.co.uk/>



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



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



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



Triumph Razoredge Owners Club Ultimate Baseball Cap (BB15) Navy



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

## WHAT'S ON: FORTHCOMING EVENTS

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

**If you use a calendar on your smartphone, you can add in the forthcoming events from our website and always be informed about Razoredge opportunities! See the link [HERE](#).**

**When planning your own 2026 activities, please let the Club know of any events you are planning to attend with your Razoredge.**

**By showing them in this guide, we can give other members the chance to see your car, and if theirs is 'on the road' they might wish to join you at the event, or just visit.**

**Thursday 1<sup>st</sup>  
January**

There's a gathering at the Sedgemoor Auction Centre and Truck Stop, just off Junction 24 on the M5; that's the Bridgewater turn-off. Gates open at 9am. I suspect that if you pop along, you'll find it's mostly steam traction engines, but it's the first event of the year so we couldn't resist sharing it. Possible road run at 11.30, but it may be a bit slow.

**Tuesday 10<sup>th</sup>  
February**

**Anywhere you like, any time.** It's Sir John Black's birthday (he would have been 131, except for having died in 1965) – and Rye Livingstone in the USA had the bright idea of uniting all Triumph owners by hosting a website where we can all share a photograph of our cars, preferably active, but anything taken on that day will do. Send them to: [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com).

**20<sup>th</sup>-22<sup>nd</sup> March**

**Classic Car and Restoration Show** at the NEC Birmingham. This is a much smaller show than the November event, but much more interactive: practical demonstrations, interviews, training/experience opportunities.

**4<sup>th</sup>-5<sup>th</sup> April**

**Pageant of Transport**, Weston-super-Mare. A relaxed gathering on the beach lawns: see the August picture in our Club Calendar.

**Sunday 26<sup>th</sup> April**

**Drive-It-Day 2026.** Shall we nominate a dozen meeting-points around the country and see how many Razoredges can meet up? Or just do our own thing?

**Sunday 12<sup>th</sup> July**

**TROC National Rally, Avoncroft Historic Building Museum**, with the Mayflower club; and possibly with the Mayflower prototype seen on our cover, in attendance. Let's keep the momentum of 2025 going!

***Is YOUR favourite local event listed here?***

(Hint – did you tell us about it?)

***If you are out in your car – do please send us some pictures afterwards!***

*(It doesn't have to be super-special. It's always good to share Razoredges out and about.)*

**Do you take your Razoredge to shows?** If so, why not have a few past copies of the *Globe* with you to hand out to interested onlookers? We have numbers of spare copies of some editions, and if you contact the Editor he will include a few of these spares in your next posting, for you to give out. It might even help to encourage Razoredge sales and club membership. We also have feather banners strategically positioned around the country for loan to members when appropriate – contact Tom Robinson.

**It's good to keep in touch – have you tried the WhatsApp group? Email Gary Le Breuille giving him your mobile phone number, and he'll add you in.**

## ITEMS FOR SALE AND WANTED; OFFERS

Advertisers are asked to keep an eye on their advertisements in subsequent issues of the Globe, and **to inform the editor when items are no longer for sale, or no longer sought.** Email [editor@trocltd.com](mailto:editor@trocltd.com).

The TROC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non-member do so entirely at their own risk and are recommended to take all normal precautions when doing so. You are strongly recommended to ascertain the suitability of parts or cars to your requirements.

The Club has recently commissioned supplies of rubber running-board strips and end-caps, which are now in stock; also door seal rubbers. Contact Paul Collard by email in the normal way.

**BARN FIND IN LINCOLNSHIRE:** on the Facebook Group, Francine Franks has been describing her father-in-law's car, NPP 859, TDB 3029 DL, engine number TDB 3039E (so, original) – first registered in Buckinghamshire in 1950, apparently with one owner right through to when it was last taxed in 1966. The storage looks dry, and the car looks complete; if all that is true, this car could be a good candidate for a gentle re-awakening to unrestored originality.



### FOR SALE, NEW TO THE MARKET:

MUA 647, TDA 49 DL.

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

**OFFERED:**

I am sorting out my shed and car spares, and have several Renown back doors, 2 front doors, along with 2 boot lids, and a few other bits and pieces. I no longer require them, and wondered if they would be of use to you as spares for the club. - Alan Moore (Contact the Editor)

**FOR SALE ONLINE IN GERMANY**

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



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

**FOR SALE** on the [Facebook Group](#) is HCY 107, TDB 3605 DL.

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



**FOR SALE:** a car with early association with the Club. This is TD 2457 DL, a 1948 car described as “running and driving” and looking very good in the pictures on Facebook in the Triumph Renown Restoration Group page. In 1975 it was owned by Bob Peters, member number 1, who was our first Chairman for a short while.



It is being sold by Andrew Tomkins, who is asking for £5,750 – contact the editor or contact Andrew directly through the Facebook group.

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

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

**FOR SALE: PPJ 45 1951 TDB** 1<sup>st</sup> registered 1 July 1951 and bought new from FW May and Co Ltd Dorking who looked after her as she was kept by the original owner's family until 1975. Huge file of receipts for all day-to-day servicing during these years including the original purchase receipt, Triumph Guarantee, and the signed and sealed COVENANT from the British Motor Trade Assn to restrict sale during the first 2 years! I also have the page from Exchange and Mart in 1975 where she was listed for sale in the Collectors Cars section for £485. I have some more receipts from the subsequent decades including replacement rear wings in 1984.

She starts and runs well and is quite a head turner. The interior is complete and the carpets are in good condition and there are also original Triumph rubber mats in the front. The front seat has rips and the stitching has gone in the back so these need attention. The dashboard has some wear at the end but all the instruments work except for the clock which is stuck on 4 o'clock. I have factored these things into the price. It has an original toolkit in the and I will include a service manual and handbook.

I have loved owning her and I'm only selling due to a change in circumstances. Please get in touch if you have any questions. I'm looking for a super Mare and looking to sell for around **£4,500**

Phil Heycock 07799 892373 email

**SOLD**



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

**On the Facebook group, TDC 2245 DL looking quite smart**, "For sale, 1952 Triumph Renown. Engine turns, doesn't run yet. Needs oil and cooling water, then try to start the car. All the wires are replaced, not connected yet. Car has no rust, no welding places, complete with all the parts. Steering has to be checked, doesn't turn easily. Price €6.000,-, car is located in the Netherlands." Arjan Valk and Joop van Lammeren (recent club members) are selling this in the Netherlands, and are seeking €6,000 (£5,050).

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

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

**TDC 2763 DL**

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

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

Resprayed in Light Grey. Workshop manual and Handbook included

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

**Offers in the region of ~~£20,000~~ ~~£17,000~~...**

**£15,000**

Contact Andy Kemp on 07983 879 424.

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

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

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

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

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

**On Fb group, northern California, Richard Rowe offering a very smart looking incomplete resto for \$5,500. Needs head liner, carpet, carb rebuild, boot respray. It belongs to his father-in-law.**

**FOR SALE:** Mark Gatiss is “selling my project that my dad and I were going to do together, if anyone is interested. Dad has had a stroke and can't concentrate enough to do any work (he's the mechanic between us!) It is TDB 6321 DL, and you can contact Mark on 07852 578 305 .

**Paul Gibbs offers a failed restoration car FOR FREE – to someone intending to rebuild.** This is TDB 2538 DL; Paul’s own efforts stalled some while back. Contact him on 01225 481507 or 07881 342 259 for details. The car is located in Bath, Somerset.

**FOR SALE:** TDB 4518 DL, PPK 920, from Jim Wilson in Scotland. He can be reached from the Facebook Gorup page, where there are more pictures of the car. An incomplete restoration.



**Also on the Facebook Group,** Stoke on Trent car offered – BGL 970, a TDB, from Mat Ferns. Back in 1976 we had another BGL in the Club for a while, but we’ve never heard of this one before, to the best of my knowledge. BGL is a Bath County Borough Council registration from about August 1950.

#### MEMBERS IN AUSTRALIA MIGHT BE INTERESTED:

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

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

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



**On eBay, CRS 650, TD 2271 DL, the car used in filming *The Crown*; asking £14,995. Looking very good; did not sell. Find it [HERE](#).**

Also advertised in *Car and Classic*.

### Anders Ditliv Clausager – 1949 to 2025

I was very sad to read in the classic car press of the death of Anders Clausager, who had been a great friend of TROC Ltd, even though his name may not necessarily be immediately familiar to TROC members.

I had always assumed Anders was of German heritage, in view of the somewhat Germanic sounding name, but he was born in Denmark in 1949 and I always associate him with B L Heritage, later re-titled British Motor Industry Heritage Trust - or just "Gaydon" or "BMIHT", to use the shorthand.

Apparently long beforehand, he had co-founded the Danish Fire Service Museum but came to London in 1974 to study car design at the Royal College of Art, leaving with a Masters Degree. I had not realised that he had worked at Volkswagen as a designer in Germany for a short time and then, by complete contrast, British Leyland/BL at Longbridge in 1978, before applying for the job of Archivist at BL Heritage and successor organisations, serving there for 21 years.

I imagine it was only just in time that he brought together all the surviving production records of the many constituent parts of BL/British Leyland at Gaydon, perhaps having made some useful contacts whilst at BL. This was a praiseworthy achievement for which any owner of most British classic cars should be very grateful. He later moved to Jaguar Daimler Heritage Trust (JDHT) in 2000, where he held a similar role for 14 years.

However, when the huge Browns Lane Jaguar plant closed, then JDHT based on the same Coventry site also had to move, therefore Anders was back at Gaydon, along with the JDHT exhibits.

#### Anders Clausager and TROC Ltd

Having gone through a few of the Standard-Triumph production records personally, thanks to the loan thereof by the late David Blackwell, it is worth recording that, whilst only covering just the last 6 months of Razoredge production, those 20 or so large individual files filled a sizeable suitcase!

When I wrote to Anders for details of the last Commission (Chassis) Numbers for each of the various models, long before setting eyes on the records myself, I had no idea how much work that this simple request would have entailed. But back came a two-page letter from Anders – whom very sadly I never had the chance to meet – with all the detail I had requested.

I did acknowledge his contribution in my book, as well as thanking him at the time, therefore he really must have been a perfect example of the "unsung hero" who could easily turn his hand to this sort of detailed research work which would challenge most of us. Anders was a noted author too, producing no less than 30 books, plus numerous articles, so it is safe to say he has left a lasting legacy to our pastime.

John Bath – September 2025

We also regret to record that **Quentin Willson**, motoring journalist, has died, aged 68. Quentin was the son of a Bletchley Park code-breaker and professor. He was well-known for sharp and very witty criticisms of weaknesses he found in cars, once famously comparing the handling of a Triumph Herald unfavourably with a shopping trolley. He was best-known for *The Car's the Star* but also appeared on several other significant motoring programmes. With Tiff Needell and Jeremy Clarkson, he was one of the original *Top Gear* trio who developed the programme from its early days with William Woollard and Angela Rippon as a rather dull motoring magazine, moving it towards the sharp and witty repartee which was later perfected by Clarkson, Hammond and May.

