

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2001 No. 100



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2000-2001

CHAIRMAN AND SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ
VICE CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY	John Gogay Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER Tel: (01322) 221493 E-mail: johngogay@breathe.com
TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 020-8440 8623
EDITOR/SECONDHAND SPARES CO-ORDINATOR/ CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
ORDINARY MEMBER No. 1	Tony Thorpe
No. 2	Forbes Alexander
No. 3	David Miller
No. 4	Paul Norton

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

CONTENTS

EDITORIAL	Page 2
CHAIRMAN'S REPORT	Pages 3 - 4
ANNUAL GENERAL MEETING	Pages 5 - 8
THE VERY FIRST NEWSLETTER	Page 9 - 10
FBHVC REPORT	Pages 11 - 15
WEBSITE REPORT	Page 16
LETTERS	Page 17
RALLY REPORTS	Pages 19 - 23

Cover: View of the Buckinghamshire Railway Centre

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



TRIUMPH MAYFLOWER CLUB SHIRTS SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

Available in Small, Medium, Large, Extra Large, and Extra Extra Large

Colours available:

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

**Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15
Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50**

ORDER FROM THE SPARES SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial**Phil Benson's
last editorial
comment**

THIS IS the last magazine that I shall have the pleasure of producing. I am so happy to have the honour of doing Number 100 as my farewell edition because it represents such a fantastic achievement for a small club like ours.

We celebrated our 25th anniversary just last year and so clearly there have not been very many late or missed quarterly editions during the life of the club.

I am sad to be giving up the Editorship of the magazine, mainly because it has brought me into contact with so many friends over the years. However, I have more and more pressures on my time.

Handing over

I know that the club is handing over responsibility to someone who is both dedicated to doing the job and who has already proved himself capable of producing better magazines than I ever produce.

During the time he has done the job on a 50-50 basis with me he has consistently delivered the goods. Keep up the great work Steve. Thanks for taking it on full time.

So, here is my final plea for content. This magazine is your opportunity to be a part of the club. Send us your news, your accounts of the shows you have been to, details of the problems you have encountered and those you have solved. Share you knowledge with the rest of us, send us your photographs, articles, whatever. The magazine is improved by *your* inputs.

Thanks

I will now take the chance to mention all those who have contributed over the years to the magazines I have put together.

Without your help — especially from the regulars such as 'Our Chairman'; 'Our Rally Secretary' and one or two others — I would soon have lost heart and passed the job on. Thanks.

I shall now try to spend some of the time keeping JBD 807 on the road and trying to put NTA 178 back together again.

I am currently replacing all the front suspension bushes on JBD to get her through the MoT and wiring NTA up again now that the new harness has been fitted. Nice to be doing again.

See you all at the rally in JBD in July. Guess what, I'm looking forward to getting 101 through the post and seeing all those rally photos — and you could be one of the ones being printed this year . . .

Chairman's report

OUR THANKS once again go to John Oaker for the use of Alumwell Junior School, together with the refreshments provided, for our Annual General Meeting, which took place on Sunday 1st April.

This was a well attended meeting with several new members present and after the usual reports much constructive discussion took place particularly concerning the coming rally at the Buckinghamshire Railway Centre in July and the format of future rallies.

Comprehensive cover of this meeting is of course detailed in the meeting report, which is also published in this edition of the magazine.

This edition of *Flower Power* will be the last one from Phil Benson, our longest serving Editor. Phil has worked tirelessly for the

magazine since the summer of 1992 — a total of 34 editions I think, which is about one third of all those making up this the 100th edition.

This edition is a milestone for the club in itself. The club is extremely grateful to Phil for his efforts over the years, but are pleased that he will continue with responsibility for the financial side of the club as Treasurer and to look after the web-site.

The future editorship of *Flower Power* will be taken over by Stephen Coulman and I hope members will be forthcoming in their contributions to him, thus making his work easier and more satisfying.

Problems

After last September's fuel problems that spoilt the autumn period of classic car motoring in Great Britain, we have now to accept that there are still some limitations upon us due to the Foot and Mouth problems.

WANTED

Heater Hot Water Control Unit

Including Rubber Diaphragm

Contact Stephen Coulman on 01724 762061

Many rallies have had to be cancelled, particularly in the Northern Borders but hopefully our choice of venue in July will not be affected.

I do hope members will support us after all the planning efforts that have gone on to date. Let's hope we can reward our Rally Secretary's efforts with the presence of the elusive twenty Mayflowers. We have had 19 for the last two years. Let's go for it.

My own efforts over the winter have consisted of renewing the rear half of the headlining, a task that does need patience and accurate measurement of the centre panel width to avoid that embarrassing possibility of the panel dropping out when in full flight.

This has happened to at least one member in the past. With these panels removed I took the opportunity of fixing foam rubber and felt on all the roof area and this measure has considerably reduced the previous 'hollow' sound effect and it gives a much quieter bodyride.

WANTED

Contributions for Flower Power No. 101

Send to
the Editor, Steve Coulman
by post or email

Leather treatment

For anyone with the original leather upholstery I can certainly recommend the reconditioning kit supplied by Gliptone Leathercare UK of Bridgewater Street, Castlefield, Manchester M3 4NN.

For a very reasonable £24.50 they provided me with a leather reconditioner/cleaner and correct dye for the sample piece of leather I sent them.

The conditioner really does bring back the suppleness of the old leather and I would suggest you should try this product before embarking upon an expensive retrim, especially if you wish to retain the car's originality and patina.

It is now over a year since I mentioned my research into the possibility of fitting a modern spin-off oil filter. I now have a block not only fitted with hardened exhaust valve seats but also with a cleverly designed sleeve on the drive shaft which diverts the oil from immediately above the pump to a filter and then returns the filtered oil to the main gallery.

I will be bringing this block to the July rally and will try to answer any questions that may arise on the day. I shall be fitting this block into KSF 804 in the autumn and will give a progress report in a year's time.

Meanwhile, happy Mayflowering, Peter Benfield.

Annual General Meeting

**held at Alumwell Junior School,
Walsall on Sunday 1st April**

Present: Peter Benfield, Phil Benson, Tony Booth, John Gogay, Mr and Mrs Fred Newman, Paul Norton, John Oaker, Howard Pryor, Tony Thorpe.

Apologies: Forbes Alexander, Steve Coulman, Jim Smethurst, Terry Gordon.

The Chairman opened the meeting at 2.00 pm by welcoming all present, especially the new faces.

The Minutes of the previous AGM were read and were agreed to be a true record of the proceedings.

Chairman's Report: The 2000 rally exceeded all expectations. Favoured with excellent weather, Bletchley Park provided the most successful and enjoyable rally so far.

Our Rally Secretary has over the last few years been trying to influence the selection of suitable venues where perhaps attractions other than the cars themselves would help to make the day more satisfying and more enjoyable to other family members.

In this respect perhaps Blechley Park provided too much to see! I hope that club members will

realise that each successful rally does make the following year's choice that much more difficult.

Thanks to much hard work and travel I think that Howard and the other members of the ETC rally panel have overcome this hurdle for in July we will Buckinghamshire Railway Centre.

We are still trying for the elusive turnout of 20 Mayflowers — with your presence this could well be the year.

I have found the efforts of some club members working behind the scenes most encouraging, the club is grateful to Paul Norton for collecting a useful collection of secondhand spares from former *Flower Power* Editor John Baker; Tony Booth found and successfully purchased a pair of brand new front wings and an apron, rare finds indeed. I do thank them for their efforts.

Inclement weather and the petrol shortage last September meant the usual round of local rallies was curtailed or cancelled bringing the 2000 season to a premature close.

We started the New Year well with the Mayflower car having a little write-up in the *Daily Telegraph* in January. It was a little negative in tone, but was publicity in a national daily newspaper nevertheless.

Classic Car Weekly also gave us a mention — our numbers on the road may be few but the interest

and affection created by our vehicle never seems to wane.

Our thanks go to Jim Poole for providing a Mayflower at the recent Stoneleigh Triumph Car Show, and also once again to Howard Pryor for exhibiting his immaculate Mayflower at the Alexandra Palace Classic Car Show — where I gather it received as much, if not more, attention and interest than many of the more exotic classics. Howard has done the club proud with his car and public relations skills over the last few years.

Our longest serving Editor Phil Benson will be producing his last *Flower Power* in July.

This will also be our 100th edition which is also a major milestone for the club. His efforts have helped in no small way to provide the success we have had during his term as Editor. We are sorry to lose his services but sincerely thank him for the work he has done. Steve Coulman has volunteered to take over as full time Editor from July and we are very fortunate to have such an enthusiastic replacement.

Phil has agreed to continue as Treasurer and will also carry on developing the web-site.

As a Club I feel that we are very much on the crest of a wave but success does bring its problems. The grouping of the four Triumph Clubs under the ETC (Early

Triumph Clubs) rally umbrella has been a great success.

However it looks unlikely that we will be able to persuade one or even two of the other three clubs to rally with us in future. I am sure that if all our members rally round we can still continue our success in the years ahead.

It really does depend upon you the members playing an active role, if only with a minor contribution to *Flower Power* telling us what you have been doing.

We are a small club, almost a family, and our annual gathering gives us members an excellent

**MEMBERSHIP
SUBSCRIPTIONS
WERE DUE ON
1st APRIL 2001**

Please help the club run efficiently by paying your subscriptions early
(Currently £20, USA members may send US dollar check, payable to J. Gogay for \$30)

Send to:

John Oaker

19 Broadway North

Walsall, West Midlands WS1 2QG

opportunity to renew friendships and to make new acquaintances. The presence of John Popkiss will be sadly missed this coming year. His stylish humour and companionship spirit was always a pleasure to experience.

Finally, as Chairman of one of the smallest Car Clubs in the Classical World, I cannot praise too highly the work of a very devoted Committee. My thanks go to all the Officers whose work has enabled us to reach the level of success we have attained so far. Long may it continue.

Treasurer's report: This has been another year where expenditure and income have remained well under control and within our expectations. The club's finances are strong and there is no reason to propose any change in membership rates this year. The accounts will appear within the magazine and show the real strength of the club.

Spares Secretary's report: The club continued to be able to satisfy most people's needs for those consumable spares that are needed to keep us on the road. It has become more obvious that there is much less 1950s stock available now than say five years ago and items such as body panels and chrome work such as door handles/locks, etc no longer turn up at all.

We will need to obtain a further supply of rubber door seals in the near future as our present stock is exhausted. This ties up a fair

amount of the spares account funds as the quantity required to be ordered is for about 100 door seals — say five years supply.

Rally Secretary's report: We are looking forward to an exciting rally with our friends from the Triumph Roadster Club and the Pre-1940s Club and at least some of our many friends from TROC.

This year's rally will be at the Buckinghamshire Railway Centre in Quainton, Buckinghamshire (near Oxford) on Sunday 1st July.

The clubs have arranged hotel accommodation at preferential rates and also a Rally Dinner & Dance in the hotel on the previous evening. If anyone is interested they should contact Howard Pryor for further details.

The Triumph Razoredge Owners Club (TROC) have indicated that in future they will be concentrating on organising their own annual rally and will not wish to be a joint organiser of the ETC rally in future years.

The Pre-1940 Triumph Club have stated that they wish to rally at Brooklands in Surrey in 2002. Both the Triumph Mayflower Club and the Triumph Roadster Club have expressed a view that this venue is too far South for an annual rally and are hoping to persuade the Pre-1940 Club to reconsider.

If they will not then there are two options remaining. Stay with them and rally at Brookland in

2002 or hold a joint rally with the Triumph Roadster Club in a more central location. It was agreed at the AGM that we should wait and see what the Triumph Roadster Club decide before acting ourselves. It was not felt that we could go it alone.

Howard then took soundings as to whether a plaque or a certificate or a badge should be provided. The general view was that the certificate was the most welcomed item.

Howard once again raised the subject as to whether he should enter the Concours competition as he had now won for several years running. The meeting felt that only by his entering would we be able to 'set a standard' and that everyone else had their opportunity to compete with Howard if they really wanted to.

It was agreed that the format of picking Five Other Commended

cars at the rally should continue. The standard of all five voted for by the members last year was extremely high and boded well for the future.

Election of Officers: The Committee Officers all agreed to offer their services for another year and as they were unopposed by any other nominations they were all re-elected for a further term of office.

The Committee confirmed the appointment of Steve Coulman as the new full time Editor of *Flower Power* magazine and wished him every success for the future.

Any Other Business: The Chairman closed the meeting at 3.30 pm thanking John Oaker for once again providing such a wonderfully central venue and hospitality and thanking everybody present for their attendance.

**Mick Brooks (850)
needs more space and so has the following spares:**

Engine (in bits)
Two gear boxes
Three prop shafts
Two Grilles
Two front suspension/brakes
Fascia
Master Cylinder
Instruments
Various Odds and Sods

Contact Mick on 01869 601248

The very first Newsletter

*of the Triumph Mayflower Club
No. 1 — August 1974*

*It was not called Flower Power
yet but did bear the ship logo
we still use today*

In August, as some of you already know, the Triumph Mayflower Club was formed to bring together enthusiasts whom, we believe want to meet, get together and talk of their interests particularly related to their cars and motoring.

We know there are Mayflowers all over the country, we've seen some of them parked, passed them on the other side of the road, we've overtaken them, or they've overtaken us, yet who are they?

The club is now here to help you to meet fellow Mayflower owners, Mayflower enthusiasts and promote the future of a car we know is worthy of, keeping in the running for many years ahead.

The club and its members can help each other in problems they have met, might still have, or might meet in the future.

The Spares Service discussed at the last meeting in Bristol was favourably received and although it is yet to be put into operation, the incentive is here, the need exists and with the support of members

via their membership fees we anticipate beginning the Spares Service as soon as possible.

This Newsletter is one, we hope, of many in the future that the club wants to send to members as part of the club services. If you are not yet a member and are reading this as one who is interested in finding out more in the future, then you now know we need your enthusiastic support, your membership application and, in turn, we want to help you to meet fellow owners through the club.

Early enthusiasts have already written from far afield in Britain,

**YOU CAN
ADVERTISE IN
FLOWER
POWER
FOR FREE**

***Just send your
advertisement to
The Editor***

**23 Park Street
Messingham
Scunthorpe
South Humberside
DN17 3RU**

and an early enquiry from an owner in America. We know there will be others. We hope you will be one of them.

More of the spares department a little later, but so far the Chairman, Mr Derek Goodyear, has accepted the idea of forming the service, knowing that spares are becoming increasingly expensive and yet there are many Mayflowers sadly abandoned almost lost and which should be rescued and their parts, if applicable, as well as these new parts still in stocks — made available to those who know they need them.

The club intends becoming a-responsible Information centre in this respect — to provide members with this service and in distributing information from a possible supplier to a fellow member in need, this will help to retain the car we support.

Wanted

Your say on the Triumph
Mayflower Club

Could things be done better?
Have you any ideas/
suggestions?

Write to
Peter Benfield, Chairman

As well as an Information Service between members, the club could, with support, also form a central supply of used spares which, after inspection, would be made available to members in need.

The service would, in turn, help to further the club's development and help provide the resources needed for organising future meetings, Rallies, an Annual Dinner and more.

To do this we have set the annual membership subscription at £2.00 and with the spares service and possibly other future activities unfounded as yet — the wheels are turning and the club is in gear. We trust in progressive acceleration.

We would like to hear any comments, opinions, queries or suggestions for the future that you may have.

Write to:

Chairman & Treasurer
Mr D. Goodyear, Bristol

Vice-Chairman & Spares Dept.
Mr T. C. Mills, Bristol

Secretary, Mrs E. Mills.

*What foresight our founder members had. What superb expectations. How fortunate we are to have realised so many of them over the last twenty-six years. Let's hope we can sail as successfully through the next 100 magazines and that we'll all be around to read number 200 in 2026 and if I do I'll be a sprightly young 78 then —
Phil Benson.*

Federation of British Historic Vehicle Clubs

ONCE AGAIN we have renewed the club's affiliation to this umbrella organisation. At 27p per member the subscription rate is unchanged again this year and for a small club like ours represents excellent value as we get three copies of their Newsletter which comes out six times a year.

FBHVC is affiliated to FIVA the Federation for International Vehicle Activities and this organisation plays an important role in organising many aspects of International Motoring activities. FBHVC also provide a monitoring service within Europe for proposed changes to legislation, which might adversely affect our hobby. Many dubious proposals have been diverted due to the lobbying influences of the Federation.

The FBHVC hold an Annual Conference to which clubs can send delegates. This year it was held at the Heritage Motor Centre in Gaydon on 11th March. The following report was written by David Burgess-Wise and appeared in the FBHVC March/April Newsletter.

Historic racing and rallying were a strong feature of this year's conference at the Heritage Motor Centre at Gaydon, Warwickshire.

Taking the chair once again, the broadcaster and historic vehicle enthusiast Chris Serle introduced FBHVC President Lord Montagu of Beaulieu, who recalled the saga of the EU's notorious End of Life Directive. "It has been a long battle, and many people have played a part", he said. "The Federation has made a very worthwhile contribution."

He gave the delegates the encouraging news that shadow Transport Minister Bernard Jenkin had assured him that, if elected, the Conservative Party would reintroduce the rolling 25-year road tax exemption for historic vehicles that was frozen by the present Government.

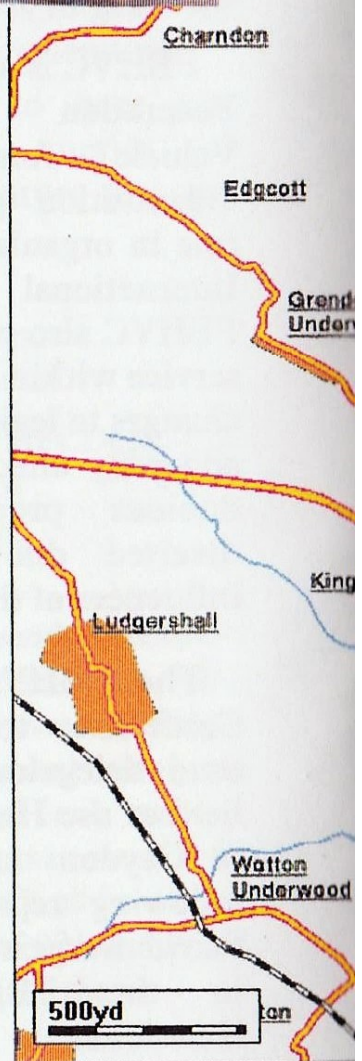
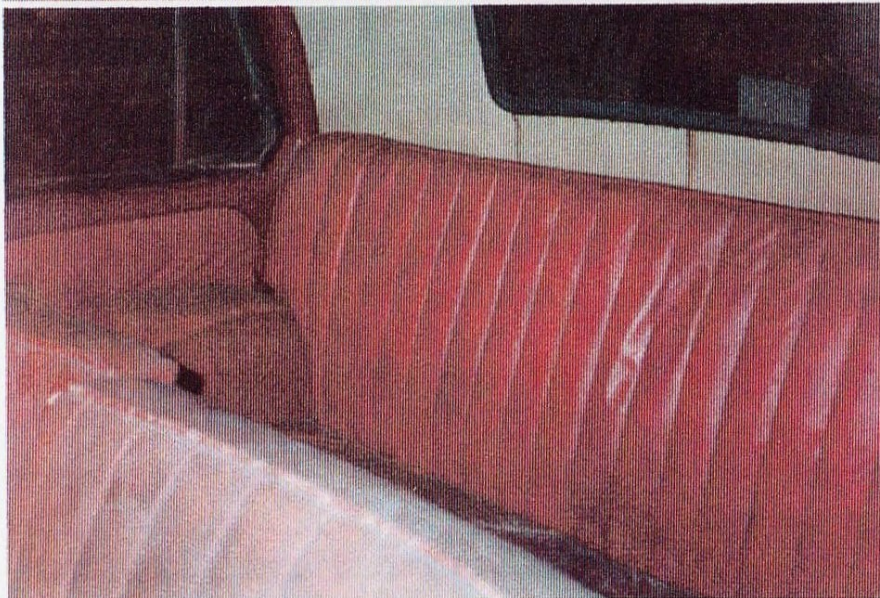
The opening speaker was Stuart Turner, whose distinguished rallying career began back in the mid-1950s as navigator in his sister's 1937 Rover 14.

RAC Rally

He first took part in the RAC Rally in 1956 and won the Autosport Navigators' Trophy in 1957, 58 and 59 and became rallies editor of Motoring News in 1960. The same year he navigated Eric Carlsson's Saab to victory in the RAC Rally.

Stuart described his great days at BMC when he masterminded the Mini's three Monte Carlo rally

FLOWER POWER



Photographs

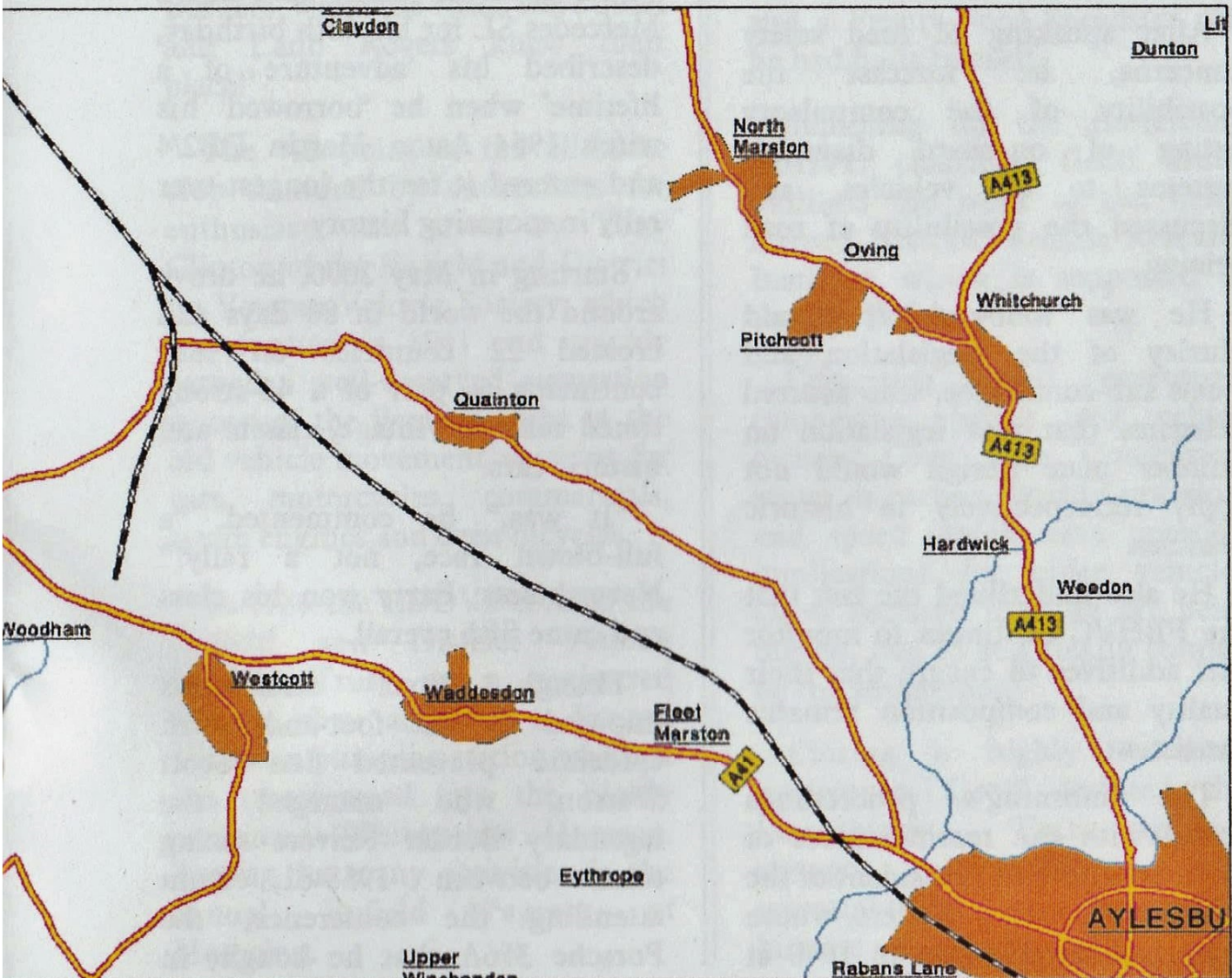
Our photographs for this edition are provided by Anthony O'Neill, member 909, and show his car, registration number FI 5413, in various poses. Thanks for the photographs Anthony. We look forward to seeing you and your car at one of our future rallies.

Map

The map printed below is for our rally on July 1st

Rally Pass

You will find our Rally Pass printed on the back cover of this magazine. You will need to bring it with you in order to get into 'our' area, whether you come in a Mayflower or in an ordinary car. Be there, and let's break 20 wide open this year. The sun will shine — just wait and see.



wins, followed by his years at Ford, where he oversaw the glory years of the Ford Escort, including victory in the 1970 World Cup Rally.

His attention to detail in this event included making the drivers take paper money instead of coins, 'because coins are heavier'. These days Stuart is involved with the MSA, promoting events at the club level.

Then Neil Turns, consultant to FIVA, the international governing body of the historic vehicle movement, reviewed EU legislation likely to impinge on older vehicles.

After speaking of road safety concerns, he forecast the possibility of the compulsory fitting of on-board diagnosis systems to all vehicles, and discussed the possibility of road pricing.

He was followed by David Hurley of the Legislation and Fuels sub-committee, who assured delegates that new legislation on number plate design would not apply retrospectively to historic vehicles.

He also underlined the fact that the FBHVC continues to monitor fuel additives to ensure that their quality and composition remains consistent.

The morning's proceedings ended with the reminiscences of Lord Strathcarron, president of the Guild of Motoring Writers, whose motoring career began in 1940 at

the age of 16 with a three-wheeled Morgan Super Sports.

Among his subsequent cars were a Fiat Topolino, a 6C1500 Alfa traded for a Morris Ten of equivalent (£300!) value 'because the Morris was warmer!' and a 3-litre Bentley bought for £200 (and sold for £400). He has completed 40 Brighton runs in succession at the wheel of his 1903 Georges Richard.

The afternoon was given over to the clubs and enthusiasts who are the backbone of the FBHVC. Barry Weir, whose passion for sports cars began when his family gave him a Mercedes SL for his 40th birthday, described his 'adventure of a lifetime' when he 'borrowed' his wife's 1954 Aston Martin DB2/4 and entered it for the longest-ever rally in motoring history.

Starting in May 2000, he drove around the world in 80 days and crossed 22 countries on four continents as part of a 40-strong timed rally of vintage, classic and historic cars.

"It was," he commented, "a full-blown race, not a rally!" Nevertheless, Barry won his class and came fifth overall.

Though travel restrictions imposed by the foot-and-mouth epidemic prevented Ian Scott Watson, who managed the legendary Border Reivers racing team between 1958-61, from attending the conference, the Porsche 356A that he bought in

1957 — its first owner had been band leader and pre-war Brooklands driver Billy Cotton — was displayed outside the conference building.

It was with this car that Jim Clark achieved a first, a second and a third in the inaugural Border Motor Racing Club meeting in October 1957. Clark was the driver for the Border Reivers until joining Team Lotus in 1961.

FBHVC Conference organiser Sandy Hamilton ably stood — in for Scott Watson with his memories of motor sport in the Borders 'when the roads were quiet and Land Rovers knew their place!'

The viewpoint of the all-make club founded by enthusiasts for enthusiasts was given by Tony Clinton of the Enfield and District no Veteran Vehicle Society, which was formed in 1961 and quickly earned a well-deserved reputation as one of the liveliest clubs in the old vehicle movement, catering for cars, motorcycles, commercials, steam engines and even bicycles.

In 1986 the EDDVS created the Enfield and District Veteran Vehicle Trust as a registered charity, then acquired a disused Victorian pumping station which it has transformed into the highly acclaimed Whitewebbs Museum. Among its many activities is the annual Enfield Pageant of Motoring.

The final presentation, by David Burgess-Wise of the Brooklands Society, outlined the dramatic history of the world's first purpose-built motor racing circuit, which also became the cradle of British aviation.

Founded in 1967, the 60th anniversary of the opening of Brooklands the Society is today a thriving organisation with some 1400 members. Its president, motor racing legend Sir Stirling Moss, takes a close interest in society affairs, for his father raced at Brooklands during the 1920s with an Anzani-engined Crouch and a Fronty-Ford Speedster that he had built himself.

Summing up the conference, FBHVC chairman Geoff Smith outlined the work of the newly formed Historic Vehicle Research Institute, which is supported by the FBHVC.

Criticising biased government campaigns against new vehicle owners Over such Contentious issues as carbon dioxide emissions and speed which have potential implications for older vehicles, Geoff declared that 'we are being misled, lied to and totally conned' by the authorities.

Closing a highly successful conference, Geoff declared that four things — 'Facts, vigilance, strength and unity' — were essential to ensure the future of the historic vehicle movement.

Spares website

WE HAVE been informed of a new website that may be of interest to members.

It has been designed primarily for the sale of quality new parts for cars up to 30 years old but there is also a free easy to use forum for the car enthusiast where you can post up messages etc.

Messages are posted in five categories:

Technical Help — appeals for know-how etc.

Garage locator — is there a friendly enthusiastic garage in your area

Obsolete Parts Locator — for sale and wanted

Car Clubs and events section

SparesHQ.com.chat section

To see what it is all about log on to SparesHQ.com

Classic tyres website

If any members are having difficulty in obtaining tyres contact Mick Powell for free advice and help.

With over thirty years in the tyre trade his knowledge and advice could be very useful.

www.tyre-finder.co.uk or email to mick@itbuk.demon.co.uk

Another website

Jim Marland, tells me that he is the Editor of "classic-car-quest" which is a new web-site that should be of real interest to all classic car enthusiasts.

Launched in February 2001, and updated monthly, it has the following features, which should appeal to many members of clubs such as ours.

Directories of special services, marque specialists, dealers, museums and clubs.

Cars A to Z, with model histories and UK price guides for every post war British classic.

Comprehensive events calendar.

News and feature articles.

Restoration articles

Quiz competitions

Check out the web-site at:

www.classic-car-quest.co.uk

**Don't forget
your
subscriptions**

Please send to

John Oaker

Letters

... well, an e-mail really

Great to find you

I am in New Orleans, USA, with a 1953 Mayflower in the garage. It is nice to discover your web-site.

Most people in America think the TR2 was the first car Triumph ever built. My Mayflower hasn't run in decades but it has been garaged.

I look forward to getting it running again. I am the second owner, the first one bought the car new in Africa. The original engine was exchanged for an engine from an Austin Marina.

Great to find y'all.

Gabe_m@bellsouth.net

In a film

Dear Sir,

We are a newly formed organisation who are compiling a database of classic and unusual vehicles of all types, which owners would wish to hire out for use in films, TV adverts, etc.

We would like to hear from any of your members wishing their vehicles to be available for hire so that we can enter them onto our database.

We look forward to hearing from your members and hope that this will enable the work they put into maintaining classic forms of transport to be more widely appreciated and profited from.

Yours sincerely

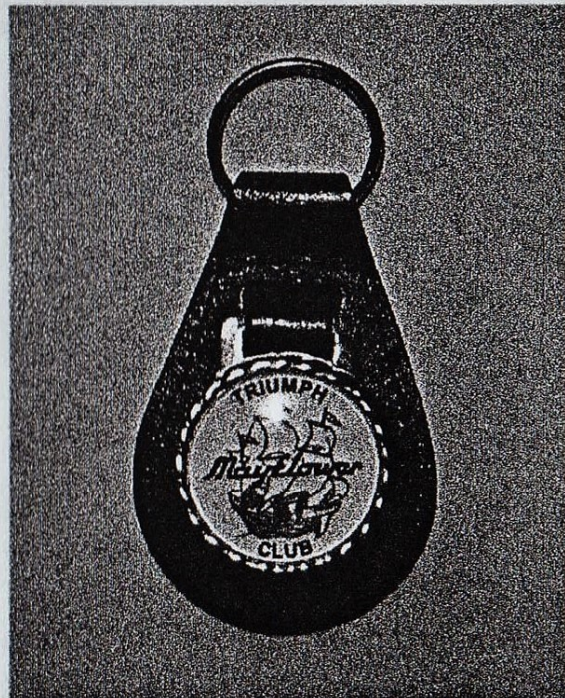
*Chris Riley, Film & TV Props
6 Cragside, Wideopen
Newcastle upon Tyne NE13 6LQ*

TRIUMPH MAYFLOWER CLUB

KEY FOB

Available at the Rally
and to order from
The Spares Secretary

Price £3.50 + post/packing



Recollections of the Triumph Mayflower

by Walter Belgrove

THE CLUB has a copy of a long (40 page) letter written by Walter Belgrove in April 1973 that is effectively his musings over the time he spent in design at Standard Triumph including his post-war period working for Sir John Black.

Most of the article concerns his work with the Standard Vanguard and the TR2 and particularly on the internal politics of the company. However, he had this to say about the Triumph Mayflower:

"I believe, although I cannot be sure, that the model which came to be known as the Mayflower was on the stocks in 1947/48. This car was intended to be a short-wheelbase version of the Renown and the first volume produced Triumph.

This was continuing "knife edged" styling with a vengeance and I believe the policy to build this type of vehicle stemmed from Sir John Black's discussions with Mr Antweiller, managing director of Mulliner's.

I remember doing some work on the front end of this vehicle, but the Triumph Mayflower was styled by Leslie Moore, Chief Body Designer of Mulliner's.

It is not possible to reproduce the lines of the Renown on a 'shut-up' wheelbase and under the circumstances I do not think that Moore's work could have been bettered.

The side elevation was very good indeed, although of contemporary 'slab sided' style, the swept line from headlamp boss to tail endeavoured to retain some characteristic feature to the bigger model.

It carried, however, a traditional front end and was therefore a hybrid. As I had something to do with the front end it could be said that I was a collaborator with Leslie Moore in producing the amalgamation.

The Mayflower was engineered by my department and manufactured by Fisher and Ludlow at Castle Bromwich, Birmingham. It was a well-tooled, sturdy little vehicle, but I do not think it carried very much export appeal.

I have made mention of the Renown in which I said that the vehicle was outmoded and the same comment was applicable to the Mayflower. I do not recall how many were made, nor have I any idea of the sales analysis and I should very much doubt if this model managed to amortise its tooling costs.

Project design often overlaps and it would seem that an experimental model of a completely new saloon (The 'Eight') was under construction at Pressed Steel, Oxford at about the same time as the Mayflower was in production."

Hebden Bridge Rally 1999

ONE OF our newer members recently came across a programme for the above show. He kindly sent it on to me to see if I can recognise the Triumph Mayflower shown in one of the photographs in it.

I am pleased to say that I can.

Pictured with his car ASY 787 is our old friend Alan Kormes. A true Razoredge enthusiast. Alan has two Mayflowers as well as a Triumph Renown and has brought all three cars up to a very high standard.

He has attended hundreds of rallies in many places over the years, including a trip to the old Nurembergring.

He is a really excellent role model as he represents all that is best in a true classic car enthusiast doing virtually all his own restoration work and maintenance.

Nice to see you're still active Alan. Will we see you on 1st July? You might help us break the '20' Mayflowers barrier if you can make it.

Kilbroney Show

Saturday 16th June

This event is going ahead in Kilbroney Park, Rostrevor, Co Down, Northern Ireland.

Last year over 1000 vehicles attended

All models pre 1980 are welcome and there will be plenty of auto-jumble too.

Proceeds from the event raised £17,500 for various charities last year

For an entry form check out www.aovc.co.uk

Telephone 028-9146-7886

Fax 028-9146-3211

HSS / Stena line are offering ferry discounts

For details ring 028-9074-8748
ref: SP01/01 / AOV

Northern Rally

**Brodsworth Hall, Doncaster
17th June 2001**

There is an open invitation from Michael Constantine of Brodsworth Hall, near Doncaster for Club members to attend a rally on the lawns in front of the hall on Fathers Day 17th June. The hall has only recently opened to the public and the extensive gardens are being cut back and their splendour is being revealed once again. The hall is very impressive and lies at the root of one of the most interesting legal cases in history (visit to find out more!).

Entry for Mayflower, driver and one passenger is free to the grounds with £2.50 to enter the house. There is a restaurant and a brass band.

To date only 2 members have confirmed attendance with their

Mayflower, which is quite surprising considering the quality of the venue and the close proximity to at least 20 members who live within an hours drive! It's your club so why not turn up and meet fellow members in glorious surroundings? Contact Stephen Coulman, no later than the 11th June, so that an area of appropriate size may be set aside for us. Further details on Brodsworth Hall may be obtained from Michael on 01302 722598.

Annual Rally

Buckinghamshire Railway Centre, Quainton Road

1st July

by Howard Pryor

IMPORTANT — the show will go on, with the large number of classic car shows cancelled this year due to foot and mouth disease and water logged fields, our annual rally will definitely not be affected.

As we go to press, we are at last experiencing some good dry weather, which hopefully will continue through June and last at least until our rally date 1st July 2001.

Contingency plans however have been made for inclement weather conditions as we have hired a 40ft by 20ft marquee for rain protection, and if field is waterlogged then the rally site will

be moved to a tarmac hard standing area in the main car park.

As with previous years you know we will as usual rally with the pre-1940s, Roadster, Renowns and visiting classics.

The total number of cars expected is in excess of 120.

Now is the time to let me know if you are coming, so book in to receive your personalised rally attendance certificate with your name, club membership number and car details, they will be issued at the rally

The Rally start time is 10.00 am and will finish at approximately 5.00 pm with a blast for the past (collective sounding of horns from all attending cars) directly after prize giving.

On arrival at Quainton follow the rally signs then all members will be required to book in at the Mayflower Rally Control to receive your name badge with Mayflower logo to help introduce yourselves to other members, voting forms, concours etc (to be returned to John Oaker when completed) and free tea and coffee vouchers in the form of train tickets (served in the marquee).

Volunteers

Volunteers will be needed to stand in for the very hard working tea ladies for a short period if you know of anyone who would like to help please ring or let me know on the day

FLOWER POWER

Also as usual our raffle and tombola will be run, please buy tickets and support the club as all proceeds go towards rally costs. Prizes are always required so if you have a small something to give it would be very gratefully received.

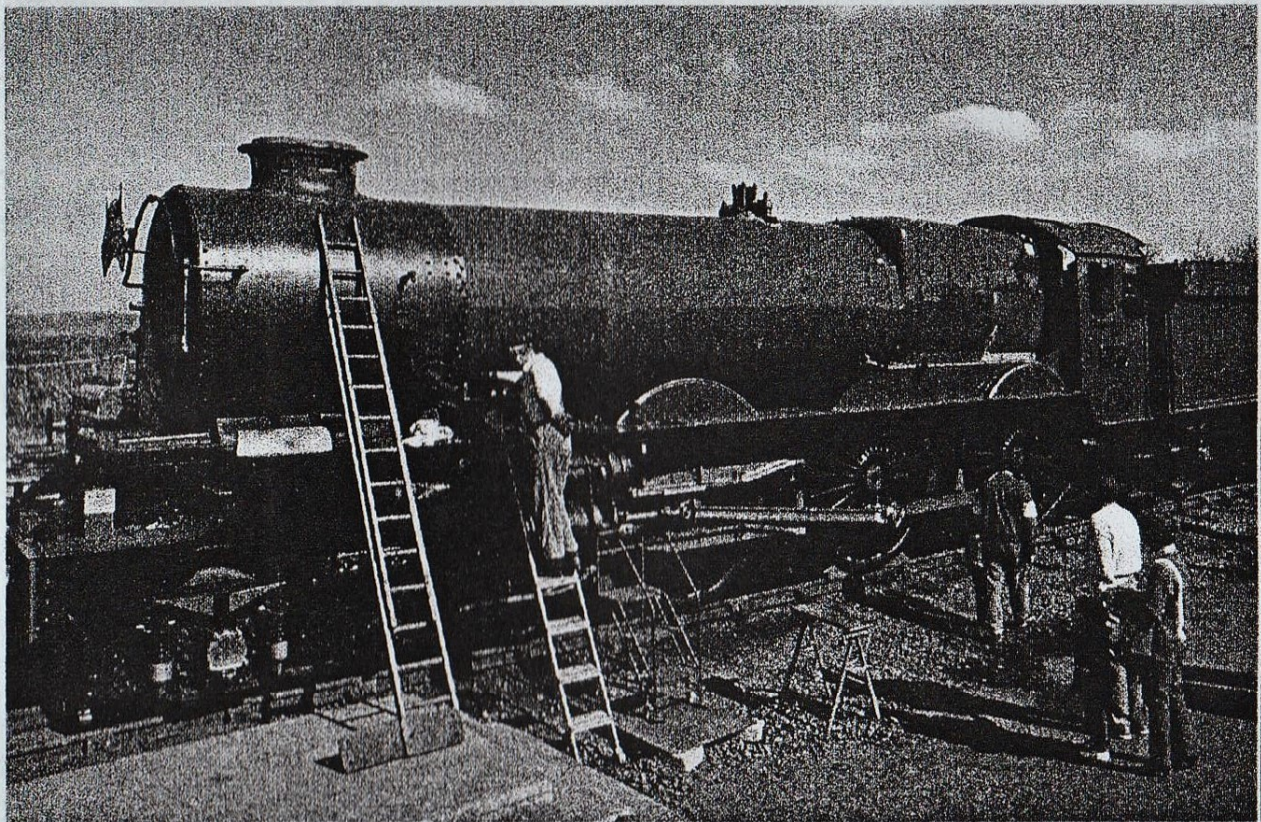
Over the past couple of years the support in the setting up of the rally field on the Saturday has been fantastic, there is always a large amount of work to be done and many hands make light work. I am banking on my usual crowd but if you are available and want to help please call for details or turn up on the rally field from approximately 2.00 pm Saturday afternoon

Following our theme of cars and alternative interest, Quainton Road

should be every bit as interesting as previous years, with the main interest being trains and train memorabilia obviously but of course the Triumph cars are the main interest.

There are reasonably good catering facilities at the BRC but the venue is shared with the public so there may be queues. The BRC however are happy with small BBQs but ask that consideration be given to the grass and litter.

The cost of entry into the Buckinghamshire Railway Trust is a reduced price of £4 per car, Triumph or modern that is displaying the special pass (back cover of magazine) regardless of the amount of occupants.



One of the restoration projects at Quainton Road

**Don't forget
JULY 1st
QUAINTON ROAD**

Late bookings may be still available at the Shenley Church Inn at a cost of £50 per double room including breakfast; dinner is a pre-ordered menu at £17 per head. Please telephone 01908 505467 for availability.

Route cards will be given to those staying at the hotel showing the convoy route to the rally field, approximately 15 miles.

Norman Ward Mayflower No 374 is a member of the George Formby Society and has promised to perform at the rally for us to enjoy (if he can find a lamppost that is) a rendition of the famous George Formby songs.

Got any spares you want to sell, bring them with you and sell them from the boot of your car, remember a lot of people have other classics so maybe you could sell them as well.

Did I mention the Backseat Memorabilia competition now in its second year, well I will mention it again. Dress up your backseat with anything you wish, cuddly toys, flowers, 1953 Coronation stuff, your other hobby, etc.

10 Questions to be answered.

1. Are we going to get 20+ Mayflowers this year?

2. Are you going to get one of the prizes, ie, Concours, Top Five, Distance Award, Non-concours or Back seat memorabilia?

3. Are you going to enjoy the Annual Rally?

4. Are you going to enjoy meeting old and new friends?

5. Will you enjoy Quainton Road?

6. Will you get there?

7. Will your Mayflower get there?

8. Will the Committee be there?

9. Will I get any technical advice for my car?

10. Can I get my pre-ordered spares there?

The answer to all the above is a big fat YES.

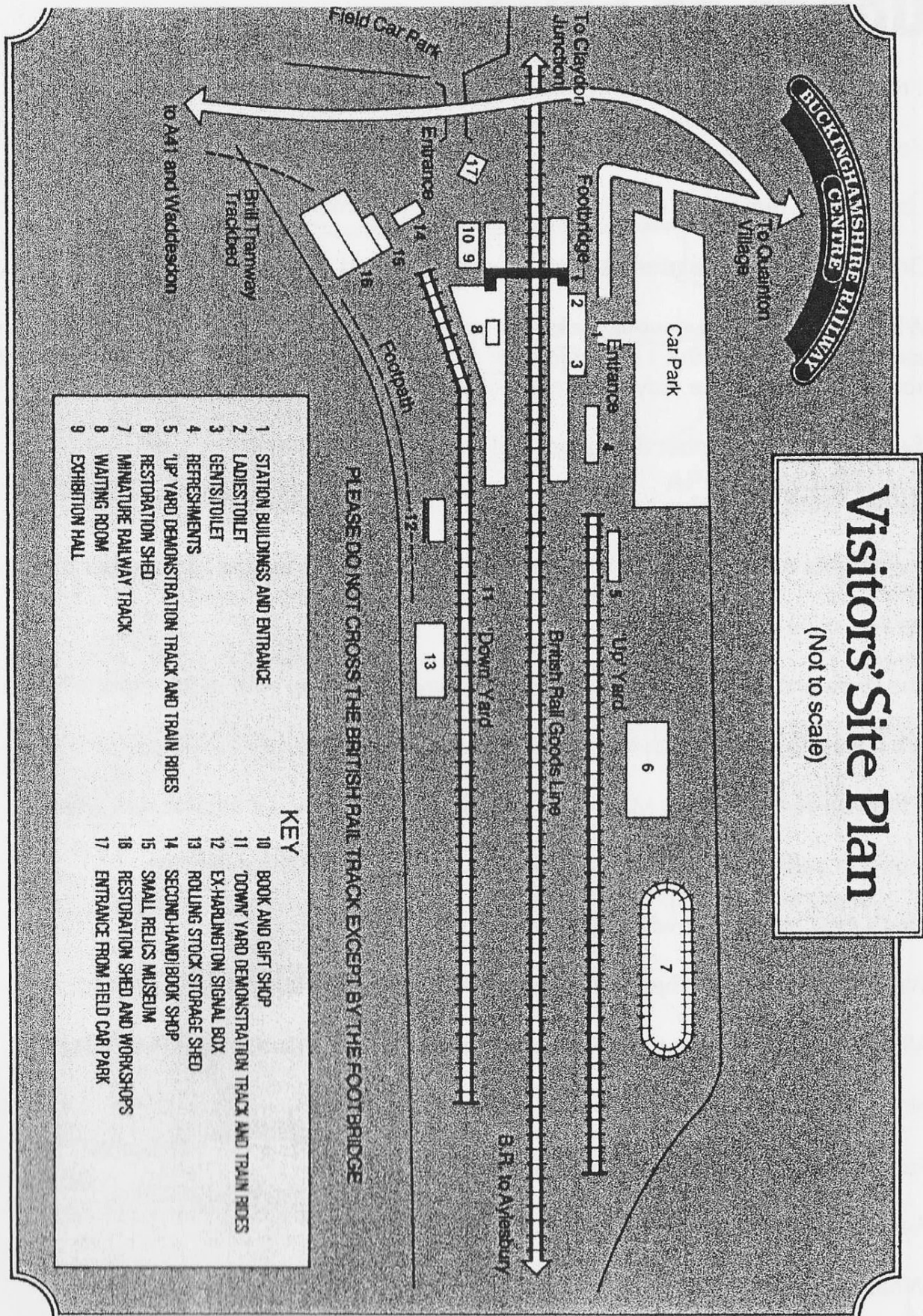
There are a few spaces left for the hotel and dinner should anyone wish to stay but please let me know as soon as possible.

Should you require any further information please telephone anytime after 7.00 pm any day 020-8440 8623.

Trophies that were won last year (that need returning) by the well deserved recipients should be brought with you to the rally or posted to my home address in plenty of time *please* for the rally.

All that is left to say is see you there and Happy Mayflowering.

14 cars booked in as of 1st June, 4 not having attended a rally before, 1 just been restored after a 30+ year hibernation



Ode to an Editor

I remember that man, what was his name? Pete, no! Paul — Pat . . . Maybe!

He would come to all the rallies, well most of them anyway.

I can picture him in my mind's eye, a giant of a little man, with brown hair,

Or was that brown disguised as grey, or grey disguised as brown?

Whenever we met, we would talk of (I can not for the life of me remember what we used to talk about). But I did enjoy our little long chats that went on for hours, and hours but seemed like only minutes — or was that days? I was in a daze!

If only I could remember the name, and what we talked about.

He was building another Mayflower (What for? isn't one enough?)

I remember now, he has been saying 'almost ready' for as long as I remember him.

He was quite young once, but now! Well.

The stress and strains of modern day living, have caught up with us all, especially him.

What was his name? Was it Phil?

I distinctly remember his Mayflower was black and he called it a name, but what?

If only I could remember the name I would say it.— Something like Lee.

That's near enough. It will come to me, later.

We shall all miss him, the life and soul of the party, I was told.

All the Mayflower clubs membership would like to thank Paul, or is it Pete? Or Pat?

No! It's Phil Benson . . . I think . . .

For all the good work he has put in to the club.

And last but not least we shall never forget his editorials.

Whatever his name was?????

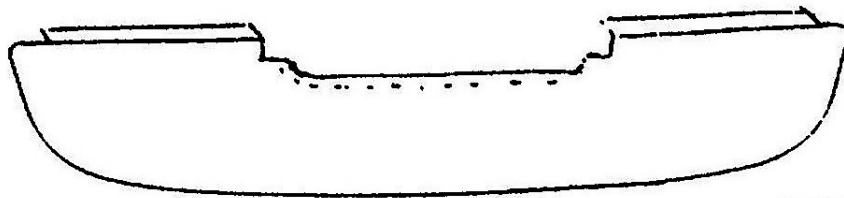
Be seeing you, Regards
Dave Stafford

Classic Car Sills

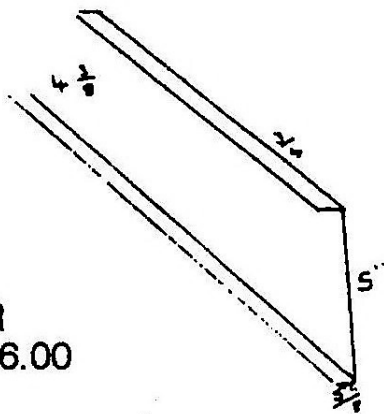
Parts for the Triumph Mayflower



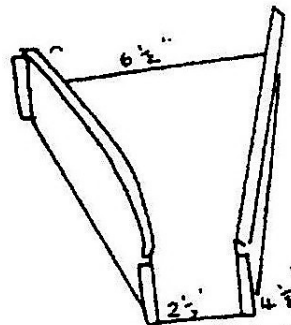
SILL £20.00



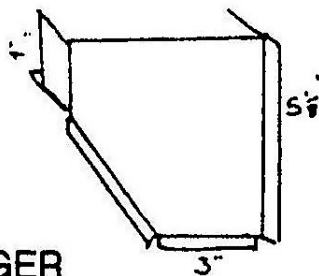
FRONT
APRON £45.00



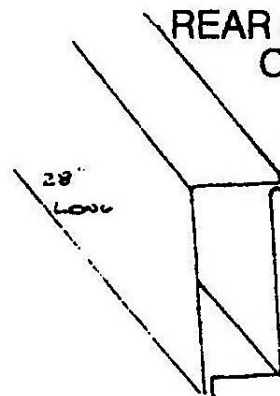
INNER
SILL £6.00



OUTRIGGER
£7.50



OUTRIGGER
£7.50



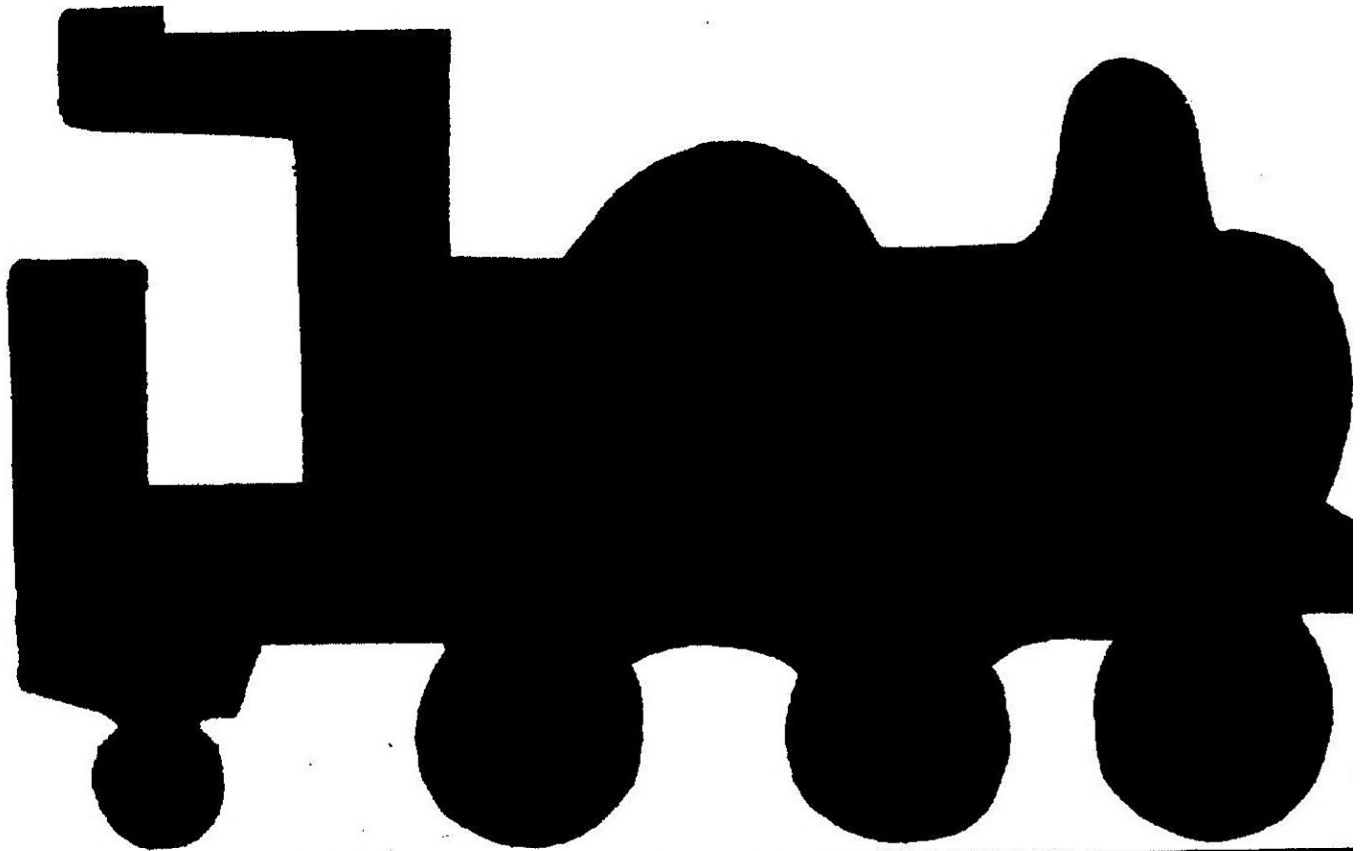
REAR SPRING
CHASSIS
£7.50

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

Rally Pass

Early Triumph Clubs Rally
Sunday 1st July 2001 at the



triumphroadsterclubtriumphmayflowerclubpre1940triumphownersclubtriumphrazoredgeownersclubtr

Vehicles, ancient and modern, displaying this logo will be granted entry to the Buckinghamshire Railway Centre at the preferential rate of £4.00 per car