

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2003 No. 109



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

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*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*

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*Cover: One of the "avenues of Mayflowers" at the National Rally at Kimbolton Castle on July 20.*

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Editorial

# Another season over already!

AUTUMN'S NEARLY with us, another summer gone and time to think about doing those odd restoration projects you keep putting off.

Each year seems to pass by even more quickly than the last. If your project involves getting spare parts from the club don't forget if you have any difficulty contacting me Howard Pryor may be able to help.

October/November and April/May are difficult periods to get to our stock so if you know you need spares try and order them before or after those dates.

I can still be contacted during those awkward times by e-mail and if it is an emergency between us we will do our best to sort things out.

## Web-sites Club Site

www.  
triumphmayflowerclub.com

## Historian Site

www.users.globalnet.co.uk/  
~nicouls/mayweb2.htm

## NOW AVAILABLE NEW STOCK OF TIMING CHAIN TENSIONERS

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This years Planning Meeting will be held on Sunday November 30 at the Alumwell Junior School, Primley Avenue, Walsall at 2.00 pm. This is where we endeavour to plan next year's events including our National Rally. All members are welcome to attend and make their views and ideas known.

Thank you to those members who have sent in stories about their journies/restorations, etc. It does help to make our magazine all the more interesting, so don't forget if you have not yet written an article for *Flower Power* please try and send it in for our next issue.

PS — Have you seen the current 47p postage stamp, it depicts "The Mayflower" in a series of pub signs.

## Copy dates

The last copy dates for the next three issues of *Flower Power* are: 6th December 2003 — Issue 110. 1st March 2004 — Issue 111; and 10th June 2004. Copy can be sent by post or e-mail prior to these dates.

# Chairman's report

by Peter Benfield

THE RECENT successful Triumph Mayflower Club rally at Kimbolton Castle must surely confirm that our vehicle, much maligned over the years, is indeed enjoying a resurgence of interest from new owners and the general public.

Annual rally attendances over the last eight years have produced consistent numbers varying from 18 to 20 vehicles but numbers alone do not tell the whole story of the enthusiasm shown by Mayflower owners.

The atmosphere at Kimbolton was truly remarkable, one member bringing two cars while two recent club members trailed their nearly

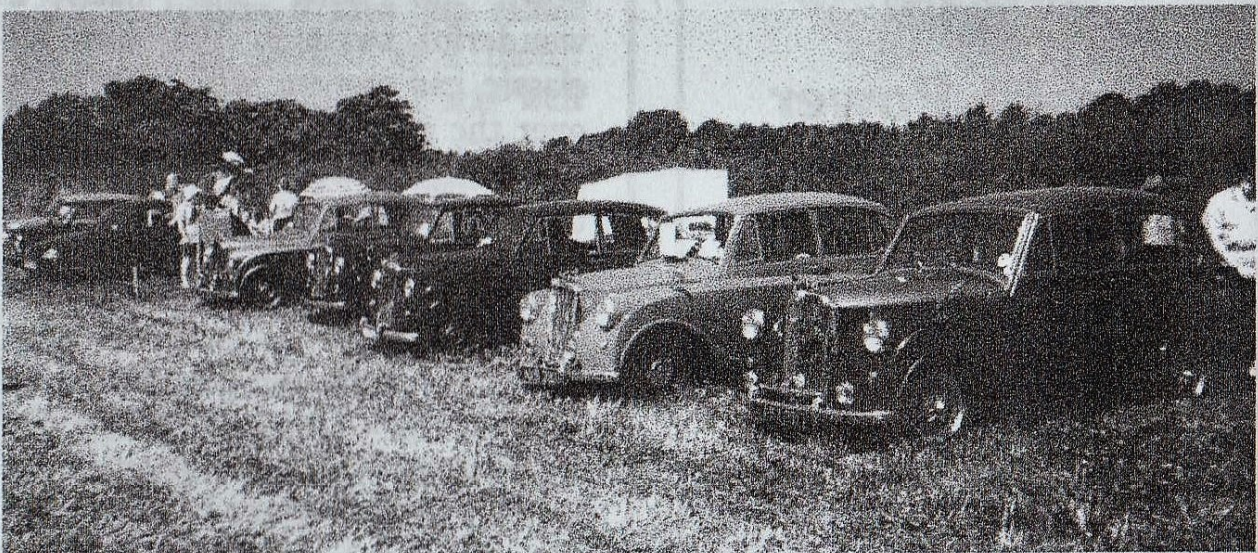
finished vehicles, one covering over 220 miles from the north east of England.

The success of the day was of course due to the superb organising skills of our Rally Secretary, Howard Pryor, together with his band of willing helpers.

Their efforts seemed to bring about a quite unique friendliness of atmosphere against a background of music from the 50s.

Incidental contributions from Norman Ward with his George Formby songs, a spare parts stall from Fred Newman, together with glasses of 50-year-old "Mayflower" wine and celebration cake, all helped to make the occasion so memorable.

Without doubt this rally was the highlight of my summer motoring. Living "north of Watford" usually entails a long journey as quite understandably most annual



*At Clotharholme Farm, Ripon from left to right cars belonging to Peter Benfield; Mike and Tom Jefferies; Brian Redshaw; Barry Tonks; and Alan and Maureen Kormes*

venues tend to be centred in the lower mid England area.

I always sense a feeling of adventure on the Saturday morning of departure — July 20 was no exception as Sue and I made our way down the A1 bound for the Wyboston Lakes Hotel with 180 odd miles to cover.

Our first stop for coffee was only minutes old when Ken Mackenzie made a pleasant surprise appearance to join us.

After suitable sustenance we both made our way south with Ken at a slightly slower pace owing to his recent engine overhaul.

The rest of our journey was quite uneventful except when overtaken

by a Renown, obviously also rally bound, gently cruising at 60 mph.

One of the merits of Kimbolton as a venue is its close proximity to Wyboston Lakes Hotel which has superb facilities to cope with the large numbers from all the Triumph clubs.

The evening meal was excellent and a most pleasant atmosphere pervaded with members from all three clubs gathered in animated conversation.

## Curtain

This evening gathering does I feel really kick start the whole weekend. Both new and familiar faces are encountered and friendships made which carry on throughout the year.

As the curtain slowly comes down on what has been a wonderful summer, I'm sure all classic car owners will look back over the coming winter months at the many happy hours spent with their cars and their friends.

My own car hasn't been wet all summer in spite of many outings — I'm now keeping my fingers crossed for a final outing at Sunderland Hall, Selkirk, on September 20.

Just one final word — if your throttle spring needs replacing, a ladies skirt hanger will provide you with two excellent replacements!

## **WANTED**

### **Contributions for Flower Power No. 109**

**PLEASE KEEP THE  
LETTERS AND  
E-MAILS COMING IN**

Anything about  
Mayflowers,  
Rallies, Autojumbles, etc

*Send to:*  
Acting Editor  
John Gogay  
by post or E-mail

# A touch of Sherlock Holmes

by *Eddie Copson (929)*

I WAS given my Mayflower by a colleague (Chris) just under two years ago. He had owned it since 1969 and had not used it since 1985.

He had advertised the car but with no serious offers except for the number plate, which was BEC 558 (its now AHP 195A).

After owning the car for 32 years Chris had a soft spot for it and rather than see it rot in the garage he offered it to me knowing he would not have the time to renovate it himself. He also has a Renown in bits and a very nice Stag.

To be honest, I said "no thank you", having worked as a motor mechanic in the 1960s I was well aware of the trouble and expense involved but decided to have a look at it out of curiosity.

When I called to view it, at his home in Coventry, to enable us to open the doors we had to dig up a 10ft sycamore tree from the front of the garage where the car had not moved for 15 years.

I must admit it was a grand sight to see it covered in dust, full of junk inside and on top — I had to have it!

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Despite the seized brakes we managed to drag it out of the garage and get it onto a low loader and then on to my home in Birmingham.

The body was in excellent condition, just a little rot at the bottom of the wings, but mechanically it was a disaster — engine seized, suspension totally worn out, rear springs broken, electrics not working — amongst other things.

By this time I was smitten and started work on it immediately. I have written two or three articles in *Flower Power* on repairs so I will skip all that and tell you about the original log book, the little red chauffeur's log book that came with the car, and a name of Derek Gudgeon of Lane Head, Kendal which was written in the book

(who I suspected must have been the chauffeur).

I was fascinated with the red log book because it contained entries of journeys made mainly around Kendal in the Lake District but also journeys such as: July 10 1963 en route Tai (Dolomites) to Cervia via Venice; July 12 1963 Rimini, San Marino en route to Milano, Torino, Aosta and Geneva.

It would appear it finally arrived back in Kendal at the end of July 1963.

I am afraid the bug had bitten and I needed to find out a little bit more about the history of my Mayflower.

My wife and I booked a three-day break in Kendal during May this year that I may have the opportunity to find out just where



*Lane Head House, Kendal*



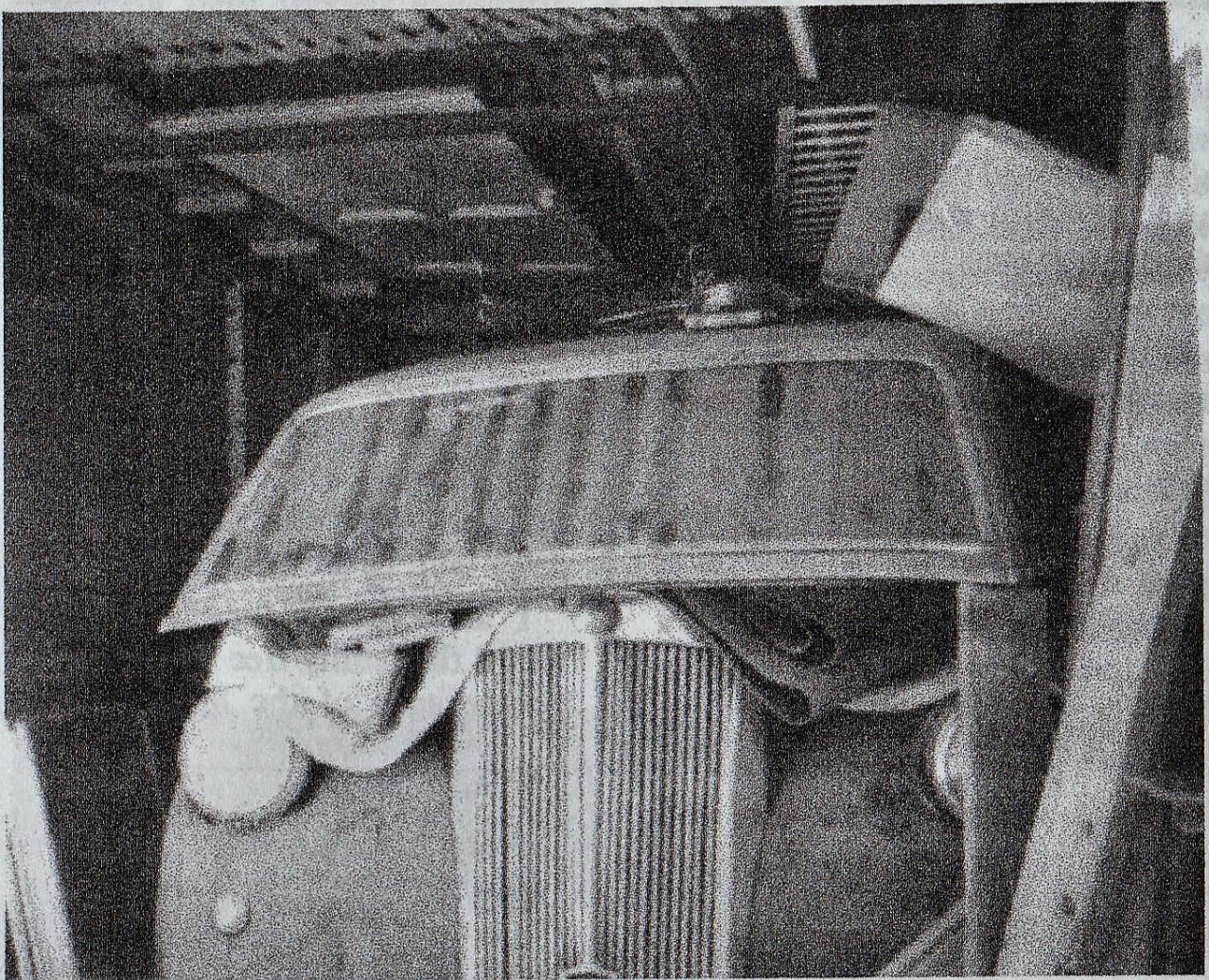
## FLOWER POWER

'Lane Head' was as it was not listed on any maps.

My first port of call was the Tourist Information Centre where they said they had used a hotel called 'Lane Head' for five years

but which was now a private residence.

The house was a two-mile journey out of Kendal and up a country lane culminating amongst two farm buildings and the rear of a large house.

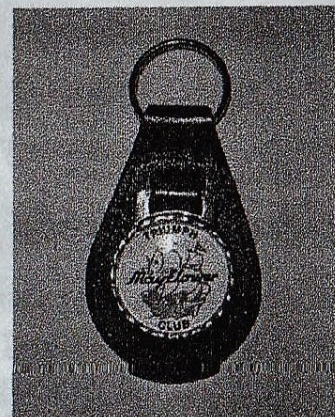


*Beneath the rubbish, a Mayflower*

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The large house was of course the rear of Lane Head House, which used to belong to the people who had purchased my Mayflower in 1953 — it had stunning views overlooking the valley leading into Kendal and the old castle ruins.

The lady who answered the door informed us that they had only lived there for six years, however, she introduced us to a farmer (Ted) and his brother who had lived in the area all their lives.

I asked them if they remembered the Mayflower and to my amazement they said “yes” and even quoted the registration number!

They said it had been stored in a garage for many years in the 1960s and had then suddenly disappeared with no one knowing what had happened to it.

They were delighted when I showed them photographs of the car they used to see peeping through the garage doors had now been fully restored.

I then showed them the little red log book and asked if they knew a Derek Gudgeon. To my surprise they said that they did know him and that he lived nearby. No prizes for guessing where my next call was to be!!

I found Derek (who is now 65) but he could hardly walk due to a gunshot wound during his army days. He was, as I suspected, the chauffeur for Mrs Marian Gordon — the name in the original

registration log book — and did indeed drive her all over the country until she died.

Derek said that Mr Gordon was a major in the army and Mrs Gordon's maiden name was Wakefield (from the Wakefield family of Quakers who at one time owned Kendal and even had their own Wakefield Bank and paid their employees in Wakefield money).

I wanted to check this out and went back to the Tourist Information Centre and a very knowledgeable lady (who had the history in her head). She confirmed the story and told me there is still a Wakefield Society and they still own Ullswater and other land in the Lake District.

I also visited the library and found the family tree but sadly, no photographs of the Mayflower in its youth were available from anyone.

As for the person who was brave enough to drive the Mayflower to Italy in 1963, that is still a mystery. Derek said it was not him. So was it one of Mrs Gordon's three daughters before they sold the car to my colleague Chris in 1969?

Why was the car stored from 1963 to 1969 — did it let them down so badly on the Italian trip? Surely not!

What's is the daughter's name? Where is she now? Who owns the original registration number? Oh well, that's another detective story waiting to be solved . . .

*Letters  
... and E-mails*

## Kimbolton journey

Dear John,

Sunday July 20th 2003 dawned as is the norm now-a-days with loads of bright sunshine.

I awoke at the crack of dawn, as we the South London Triumph Club, meaning the Razoredge (the Black Lady), Roadster (Rosie), and Mayflower (Mo), had all arranged to meet up at some god forsaken hour, on a dingy, dirty, back street, where no sane person in their right mind would ever dare go to, let alone be seen in, somewhere in the dark nether regions of the south London area.

After spending many hours polishing waxing and cleaning in the last few days, all was now in the balance.

Would we all make it in one piece. Would we arrive in one piece. What could we all expect? We were certainly about to find out! Please read on:

As we drove sedately up South Norwood Hill, in a triumphant convoy (did you like that?) I had to make an emergency stop for (the Black Lady, again! huh!) some much needed fuel, to make the hazardous long journey north, travelling through the centre of London.

We had discussed the possibility of going for the easy option of going round the M25, and adding many miles to our journey, just to



*Heading out of London at the start of our journey to Kimbolton*

see if we could win the mileage challenge!

'Mo' the Mayflower was feeling hard pressed to get to the top of the first hill we came to, as she was carrying lots of extra weight. This included food to feed the two people on board and all the decorations which would be put on when she arrived in Kimbolton, if she ever got there that is.

The drive through Central London went without a hitch, as planned, straight up through Grosvenor Place, behind Buckingham Palace.

Thought of popping in to see auntie but I think she was in Japan or somewhere exotic.

Mo was flat out in the lead, with the Black Lady and Rosie following sedately half a mile behind. I think Rosie was enjoying all the extra attention she was getting from all the tourists who just happened to be out at this time in the morning. (I think they're nuts up at that time in the morning!).

Then up through Hyde Park Corner and busy Park Lane, into the outside lane here (what a sight to behold three gleaming black Triumphs overtaking a few modern cars too), then turning into Upper Brook Street and into the "congestion charge zone" (did I remember to pay?) Oh no I didn't!

On through Swiss Cottage and on up towards the A1 (the Great North Road) which took us

approximately one hour to reach as Mo had to keep stopping to let Rosie the Roadster catch up! Hardly believable but true.

The journey up the A1 went rather smoothly until we stopped for a cup of tea at the last available service station on the motorway section.

We were hoping to make the next section of our journey inside of half an hour when the troubles really started to happen.

Rosie, suddenly called us on the walkie talkie to stop. She had broken down. We were all stuck in a horrendous traffic jam coming up to the Bedford roundabout.

We all got out and pushed her to the side of the road causing an even bigger traffic jam. Smoke was pouring out of her oil filler cap, we also checked the water level which was non-existent, so decided the best thing to do was let her cool down and top her up with water.

MO's temperature gauge was also now on the maximum mark and when trying to start her later she refused to do so.

Another wait was called for, where overall strategies were again discussed. We were all so close by this time we decided to carry on and try to make it, even if we had to tow each other, which fortunately we did not have to do.

We duly arrived at midday on the dot, only four hours from start to finish, of some 80 odd miles. Is this a record?

Our thanks must undoubtedly go to the organisers of this great rally (of all three clubs), a splendid turnout of many Triumph cars and some unexpected ones too.

Sadly, or should I say thankfully, only 20 Mayflowers turned up, owing to a completely unknown car just tuning up. One Mayflower came on the back of a trailer, which actually did drive (good luck in getting it up and running in the future sir).

I missed seeing some of the usual Razoredges, a certain grey and black one, was supposed to come up with us, but was sadly pulled out at the last minute, never mind, there is always next year.

The Roadsters always do have a good turn out, as I counted well over 20 cars, and a good second-hand section doing some business.

Kimbolton School was an ideal venue, as far as other entertainment was concerned. There was much to see and do, although I did hear some comments that it was too spaced out. Just think of all that weight you lost with the all the extra walking so stop moaning.

I must have lost a stone or two myself, finding and walking to the loo, and then putting it all back on again eating all the food we had brought.

Sadly Mo did not win a prize — *again!* After making all that extra effort of having a special makeover, trying to bribe the judges and

chatting up the Chairman's wife Sue, and lots of people making nice comments. I don't think I'll bother next year! We'll see.

Then all to soon it was time to go home. 'Rosie' had made a mad dash about half hour before 'Mo' and 'The Black Lady' were ready to go, who incidentally did win a beautiful silver cup, which I had tried to pinch, but was caught red handed, and punished.

We were headed for the A1 again, about to risk the traffic jam, when my cell phone rang. Tina my beautiful wife was to be told 'Rosie' had broken down yet again on the M11 at junction 10.

We decided to go and try and rescue her again, however, on the way over to Cambridge, Rosie had informed us, that she had been rescued by a knight in shining armour — the Mayflower on the trailer (name not known), had seen her in apparent distress and stopped and rescued her. 'Thanks Mate! Gave her gallons of water and accompanied her to her exit on the motorway.

So we had a delightful extra wasted journey down the M11, all for nothing, sorry! An extra 30 miles added onto our journey but after all that wonderful days outing we all had, who cares!

Thanks again go to the organisers (and their wives) of this annual rally, we hope to see you all next year, where I won't win any prize then whatsoever (I live in

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*From left to right: Vice Chairman's wife Justina cutting the cake; Norma*



*From left to right: Howard Pryor presenting John Gogay (Concours); Top Five — Malcolm B*

FLOWER POWER



ard; Peter Benfield alongside all the trophies; Dave Stafford's decorated car



ey; Howard Pryor presenting Paul Norton; Jim Poole; Peter Benfield; HP; Steve Coulman; HP

hopes) — even a booby prize??? But will hopefully turn up and have something more to write about, is that right sir?

PS: Howard, can you make the next rally in South Norwood Country Park, please! Then I can have a good lie in.

*Dave Stafford (822)  
South Norwood, London*

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## Indian Mayflower

Dear John

In July this year I visited India and while I was in Hyderabad I contacted a Mr Reddy who I knew owned a Triumph Roadster and a Renown.

After lunch with Mr Reddy and his wife we were talking “old cars” and he told me of the whereabouts of a Triumph Mayflower.

After some delay a Mr Rajesh Ichendry called me and arranged to take me to see his Mayflower. We turned into what looked like an open garage for taxis, lorries, etc and there in the corner was a classic example of a Triumph Mayflower.

Rajesh told me that his father had purchased the car new in 1951 in England. A friend in the Indian Air Force had got the car flown to India.

He has totally restored the vehicle, interior and exterior. He



*Mr Rajesh Ichendry with his Mayflower*





*A Mayflower on the roof test track at the Nessonvaux factory, this 1 km long track was built in 1928 to test Imperia and later Minerva cars. Only Fiat in Milan has the other known roof circuit in the world*

said that whenever he takes it out it attracts a lot of attention (many classic car owners only take their cars out at night — daytime traffic has to be seen to be believed!).

He said that he had written to the club but had not had a reply for some reason. I am in contact with him and he indicated that he may wish to become a member. The chassis number is 11669DL.

*Clive Lungmuss (900)*

## Belgian Triumphs

Dear John,

As you all will know, there were also Triumphs built outside the UK.

Little Belgium happened to be one of the “elite” countries in which Standard-Triumph had a production line.

It actually all started with the end of the Second World War. Not only Germany was entirely flattened by allied bombs, but most of Europe’s industrial sites joined in the fun from German V1 and V2 flying bomb attacks.

After the war the economy and employment had to be “started-up” again. Belgians were encouraged to buy home made products, the government helped by adding high taxes to foreign imports.

Car manufacturing was almost at zero level, only the American GM group was still present in the Antwerp harbour area, so they were “cheap” compared to other cars.

Minerva was the only Belgian car manufacturer left, but they built just military vehicles.

So politicians were trying to attract foreign car manufacturers.

FLOWER POWER

Senator Louis Zurstrassen, who was also chairman of the (empty) Imperia factory, was an active lobbyist and could persuade "the Standard Motor Company" to start building cars in Belgium.

From 1946 on, they made Standard 8s and 14s, and by 1948 the Standard Vanguard was built in the Imperia factory in Nessonvaux near Liège (Nessonvaux is a small village in the valley of the river Vesdre).

Not only Standards were built in the Nessonvaux plant, also Alfa Romeo assembled some of there

1900, 1900C and 1900L at the same site.

German Adler motorcycles (from the Frankfurt area) were built as well, this was not very evident just a few years after the "Von Runsted" offensive, but employment was primary (before the war, Adler cars were assembled here as well).

The assembly of cars started off very slowly, but from 1950 on everything ran smoothly.

Triumphs were assembled now as well, and came as CKD (Completely Knocked Down) vehicles by ship from Harwich to

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*Publicity brochure for the 1951 Brussels Automobile Show, of course the Triumph Roadster (bullet) was never made in Belgium*

the port of Antwerp, from here they were loaded on trains to be transported to Nessonvaux.

The local Antwerp Standard-Triumph dealer (John Lins) acted as a middleman, and cleared all customs formalities.

From May 1952 Triumph started to assemble Mayflowers in Belgium.

Belgian built Mayflowers got another suffix to their commission number, the first "L" from the suffix (L for left-hand drive) was omitted, and the letter "N" for Nessonvaux was added at the rear of the number (my Mayflower has TT2144DLN as commission number, instead of TT2144LDL).

Not all parts for Triumphs were imported, for instance window glass, shock absorbers and tyres were bought from Belgian manufacturers, you know, keep your own economy running!

Same commission number suffixes were used for TR2 and TR3s, which were built in Nessonvaux the following year.

Because assembly only started in May 1952, and production in the UK started in 1949, Mayflowers from the first series (you know, small rear window, other bonnet, etc) were still built in Belgium, while the second series were all ready being built in the UK.

So if you compare the commission numbers of UK built cars with Belgian built ones, you will notice that a 1952 Belgian car

has a commission number in the region of a 1950 UK car.

The Imperia people were very creative as well, in 1951 they launched the exclusive "Standard Vanguard Cabriolet Nessonvaux", a very elegant car, and three years later the TR2 Coupé Francorchamps.

Body colours for the Belgian Triumphs changed like the wind direction. Alfa Romeo and Adler colours were used for Standards and Triumphs.

My Mayflower's original colour was a kind of "dark maroon" an Alfa colour, and the TR2 Francorchamps (only 22 were built) mostly came in an Adler "metallic" colour.

My TR3 came in "plover grey", a Standard colour (I believe).

In 1958 the assembly of Standard and Triumph cars stopped in Nessonvaux (Adler as well, they were bought by Grundig, and stopped all motorcycle activities), and a few years later assembly started again in a completely new factory in Malines (right between Brussels and Antwerp).

From then on, all Triumphs (under Leyland management) built in Belgium got a 1 in front of their commission number. (My TR6 has 1CP50003LP as its commission number).

How many Mayflowers were built in Belgium? I do not know,

until now I only know of one, mine!!!

*Patrick Van Houtven (956)  
Belgium*

## Two bottles!

Dear John,

Regarding the "Car for a bottle" story in the last edition of *Flower Power*, as the address was about 40-50 miles from me I thought 'go for it' (more spares for the boys).

After a few phone calls I traced the owner to the Outer Skerries (islands off the east of Shetland).

Yes he did have a Flower 10 years ago but didn't know if it was still in his farmer friend's barn.

Finally I got the farmer on the phone. "Yes!! It's still in the barn in a sorry state, windows all broken and tyres useless."

"You mean I couldn't drive it away?" I asked jokingly.

"Oh no! It hasn't moved for nearly 12 years," he replied seriously.

I am now arranging a trailer hire and somewhere to break the car. Our fellow member and friend, Ron Skinner from Forfar, knows where the farm is and has agreed to meet me.

The price has doubled, a bottle for the owner and one for the farmer. Worth it I reckon, as the car is complete apart from the glass.

Sorry I didn't make it to the rally, I will one year, hopefully. My engine is still not right, I will be taking it out for a major overhaul at the end of September after our last show at Selkirk on the Scottish/English border where I hope to meet up with Peter Benfield and John Burgess.

*Kindest regards, Ian Watt (792)  
Inverkeithing, Fife*



*Ian's granddaughter, Beth, about to head off on a road test in my Flower. In the background is my son's Triumph 2.5 PI*

## Texas Mayflower

Dear all,

Just a quick note to everyone on the list about that Mayflower that was on ebay and located in Dallas Texas.

It has found a new home! Susan and I basically did a "buy-it-now" with the seller outside of ebay. Saved the seller a few bucks in fees.

We don't know a lot about the car but here is what we've found out so far.

Its an ex-California car and has minimal if any rust on it. It as gone through a partial restoration already but has also gone through some rather interesting modifications.

It now has an MG Midget engine and gearbox installed, rack and pinion steering, steering column and wheel and horn button from an MG, front disk brakes and gauges from a MG.

For the most part the mods were done fairly well. I haven't had time to dig into the front suspension mods but it looks like an entire MG front suspension was bolted into place.

Not sure how much reworking will be required to put a Mayflower front suspension back in but I'm sure going to try.

The interior is more or less intact and in reasonable shape although its likely all going to need recovering/replacing.



*Brian  
Barker's  
car at  
the  
national  
rally*

The goal is to return the car back to its original state which will be accomplished by using the parts from the Mayflower that Andy Mace pulled out of Queens, New York, a few years ago.

We've dubbed that Mayflower Queenie and so this new Mayflower just might have to carry on that name!

The bad areas of the car are the dents in top where it looks like someone jumped up and down on it, one window that has been shot out and the the total rust line along the bottom edge of the passenger door. My guess is the door seal rotted away on the passenger side and water rained down into the door.

Overall for \$800 I think we got a great deal considering we have a parts car that should be able to donate most if not all of the missing parts.

I saved the best of all for last however, under the passenger front seat was a complete and original tool kit! Its intact and although the tools are rusty they will be easy to clean up.

I had only seen pictures of them and as you can imagine I'm quite happy to have found them!!

One other note of mention, mainly to those of you outside of the US, we also bought a 1947 Fiat Simca 5 from this same guy. Its about 98 per cent complete and

almost totally rust free. It is in need of a complete restoration however. If any of you know of parts sources and information about the Simca 5 I'd appreciate hearing from you.

*Brad Kahler (887)  
Texas*

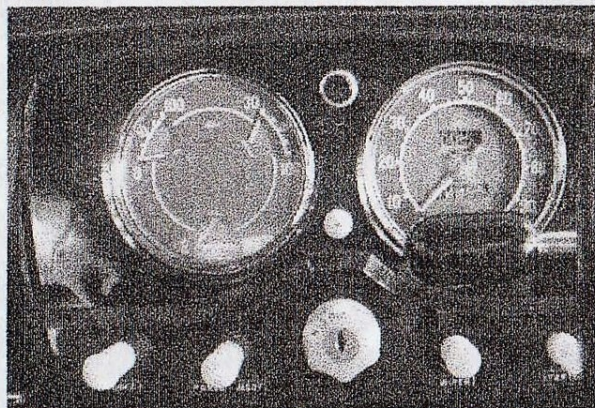
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This company now has a pattern for Mayflower carpets. There is a choice of two reds. Samples can be sent on request.

Rubber backed £127  
Hessian backed £145

Apologies for incorrect Phone number in some issues

## REPLACEMENT FACIA KNOBS



Knobs for the **Wiper Switch** and the **Panel Light Switch**, £10 each  
 Manufactured knobs (need slight amount of finishing to fit) for **Starter, Choke**  
 and now available the **Heater**, £10 each  
**Ignition Switch Knob**, black, £8

*Available from the Spares Secretary (unless otherwise stated, all plus postage)*

# Rally report

## 50th Anniversary of the end of Mayflower production

by *Howard Pryor*

“THE BEST rally ever held” by the Mayflower Club was the only way to describe this year’s Annual Rally.

On the Saturday afternoon at the rally field the discussion was about wind conditions and where to put the new 30ft by 10ft gazebo so it was somewhat protected. As it turned out there was an accident on the A1 going north from London on Saturday afternoon and the gazebo travelling in my van driven by a friend was late.

Our new gazebo is very impressive and has eight legs, there were eight helpers erecting this thing and I have never seen a gazebo put up so fast.

The Saturday evening dinner was very well attended by all clubs with Roadster Club Members attending from down under and across the pond.

The meal was very good but unfortunately the seating arrangements could have been better, the hotel seemed to be confused by the numbers and additional tables had to be set.

A small problem that did not spoil the evening but maybe we should be a little more vigilant for future rally dinners, apologies to any persons who were affected by this oversight.

On the Sunday morning I was up bright and early and sober for a change. I had skilfully managed to avoid having one too many with John Gogay!

I drove Mabel to Kimbolton on a

## WANTED

# Triumph Mayflower

**in “on the  
road condition”**

but may consider  
without MoT

I live in the  
Derby area but can  
travel

Contact:  
Andrew on  
**01332 883593**



*Line up of Mayflowers at the hotel on Sunday morning*

lovely Sunday morning, the wind had dropped from Saturday and the sun came out to last for the rest of the day.

A little bit of work remained to be done on the rally field for me while Malcom Barnsley directed arriving cars to assemble in an "Avenue of Mayflowers".

## **21 Mayflowers**

A total of 21 cars finally made it to Kimbolton to enjoy the rally with other classic and vintage vehicles, motorcycles, military vehicles and even a steam car buffing around the cricket pitch at regular intervals. Not to mention the variety of craft stalls, Morris and Irish dancers and more that I was only told about because as

usual I did not get off the rally field but I loved every minute of it.

Jim Poole arrived with both his cars, although he did experience a few problems with his black one (a 1951 Mayflower newly restored with teething troubles).

He proceeded to run his competition to spot the differences between a 1953 model and a 1951 model. The competition was eventually won by our historian Steve Coulman, does he have inside information or is it a testament to his knowledge, well done Steve and enjoy the whisky Jim donated.

All too soon it was cake cutting time. A Mayflower cake was made and presented by our Chairman



## FLOWER POWER

Peter and his wife Sue. Justine Boothe, wife of former Club Chairman and now Vice Chairman Tony Booth, cut the cake while we were treated to another quality impression of George Formby by our own Norman Ward. The Mayflower wine and cake were passed around to all assembled to mark our great occasion.

After lunch our six judges were sent out to do their work and came back with a very difficult but fair result, the winners were:

**Concours** — John Gogay, PMV 97, 88 points.

**Top Five** — Malcom Barnsley, LKV 558, 87 points; Paul Norton, HTH 719, 80 points; Jim Poole,

LFG 805, 77 points; Peter Benfield, KSF 804, 76 points; Steve Coulman, XMG 7, 74 points.

The next five who just missed out were: AMP 195A, Eddie Copson; FJR 391, Ken MacKenzie; KWK 994, Jim Poole; HBU 358, John Oaker; LSL 945, Alan May.

I have published the next five to encourage the owners into the "Top Five", if anybody is interested in their results then please telephone and I can tell you the points achieved for each section of your car.

Just before our raffle was drawn and awards given, we were treated to a fly past by the Battle of Britain Flight comprising of a Spitfire and



*Rally attendees cars: Malcolm Barnsley; Peter Benfield; John Gogay; Phil Benson; Steve Coulman; and Paul Norton*

a Hurricane, a sight and sound I personally will never tire of.

Our other award winners were:

**Distance Award** — once again Ken Mackenzie from Newcastle.

**Chairman's Cup** — Howard Pryor.

**Achievement Shield** — Jim Poole — *For displaying his car at various in-door shows, getting two Mayflowers to the Rally and a host of other sterling work on behalf of the Mayflower Club.*

**Back Seat Memorabilia** — Alison and Alan May.

**George Feary Award** — *this year changed to the most original interior* — Malcom Barnsley.

This was without a doubt a fantastic rally, 21 cars, good company, good venue, good display of cars, plenty to see and do, Battle of Britain flypast, one of the best or even the best.

As always there are many people to thank and too many to mention but I must mention my long

suffering wife for her support and her work at the Raffle/Tombola Stall and Coffee/Tea Stall along with her helper Phyllis.

Peter and Sue Benfield for their wonderful cake, Norman Ward for his brilliant entertainment, Jim Poole for organising the competition, John Gogay for the printing and our Judges and not to forget our friends at the Roadster Club, but above all, *YOU* for making the day a success.

## Dates for the future

National Restoration Show, Stoneleigh, 26th October 2003. Triumph Special Show, Stoneleigh, February 2004. We will be supporting both these shows with a Club Stand.

MG and Triumph Show, Donington Park, 21st September 2003. Wembley Classic Car Show, Wembley Exhibition Centre, 6/7th December 2003.

Happy Mayflowering, Howard.



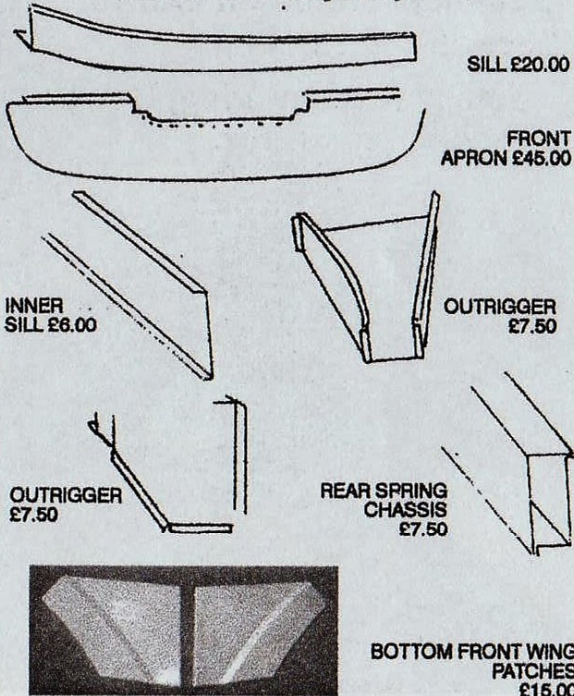
*Cars belonging to Tony Reeves and John Stevens*



*Cars from left to right: Jim Poole's 2 cars; Alison & Alan May; Brian Page Ken MacKenzie, long distance; John Oaker*

## Classic Car Sills

Parts for the Triumph Mayflower



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**P  
H  
O  
T  
O  
S**



*Above:  
Alison &  
Alan May,  
Memorabilia;  
Left: the  
Vintage  
Mayflower  
wine!*





*The celebration cake presented by Sue and Peter Benfield*



*A view of one of the "back seat memorabilia" entrants*