

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2004 No. 113



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2004-2005

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Forbes Alexander; Paul Norton; Steve Coulman;
Malcolm Barnsley; Norman Ward; Maurice Wilkes

*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: The Editor's car along with some of the some of the "enactment" members in their splendid costumes

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Editorial

Another enjoyable day

I HOPE you have all had an enjoyable summer visiting classic car shows and generally using your cars. Now with the shorter daylight hours rapidly approaching it is time to write that short story of the event, or events, for the next publication of *Flower Power*, please.

Response for this magazine was quite good with two or three longer articles and a few general letters. Please keep it up.

It was with much sadness that the committee learnt of the death of Ken MacKenzie. Over the years he became quite a character at the annual rally always dressed out in his kilt. He will be



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sadly missed. An obituary appears on page 3.

On Sunday July 11 I, along with Howard Pryor and Malcolm Barnsley and our respective better halves, went to the Grenadier Guards family day at their Windsor barracks.

Considering the weather we have had this summer we were quite lucky with only a brief shower. There were plenty of stalls selling everything from pictures to military memorabilia.

Also throughout the day there were various military enactments depicting battles through the ages and of course one or two military bands.

Our cars were part of a small classic car arrangement. Malcolm and myself made the trip in our Mayflowers but Howard wanted to get the wind blowing through his hair so he came along in his very nice TR6.

We joined about eight other cars including a Roadster and a Renown so Triumph were quite well represented.

Parts service

Supplying you with spare parts this summer has kept me fairly busy for about three to four hours a week. It would make things a lot easier if when sending for parts you include your



membership number and part numbers, it really does make a difference.

Please also make sure you are up-to-date with your membership subscriptions as I cannot supply parts to members who are not fully paid up.

As with previous years I shall be away from my post for a few weeks so if you require something urgently please contact Howard Pryor who will do his best to help you.

Subscriptions

In with the next *Flower Power* will be a "Standing Order" form for direct debit payment of subscriptions (unfortunately this only applies to UK members). Paying your dues by this method is a lot

easier for everyone concerned so please make use of this service.

Again another reminder that my e-mail address is now jgogay@aol.com.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 3rd December 2004 — Issue 114; 3rd March 2005 — Issue 115; 6th June 2005 — Issue 116. Copy can be sent by post or e-mail prior to these dates.

OBITUARY

KEN MACKENZIE



It was with the deepest sadness that the committee of the Triumph Mayflower Club learned in early July of the death of one of the club's most loyal and popular members. Ken had attended rallies regularly over the years providing a colourful setting dressed in his kilt against the background of his Cotman Grey Mayflower, probably the most original car in the club. His long distance journeys before reaching the rally destination were legendary — a trip to Lands End en route to a Cotswold rally come to mind, deservedly earning him the Long Distance Award. His presence at the Saturday evening dinners gave everyone much pleasure and one can say he was truly a member of the Mayflower family. Our thoughts and condolences have been offered to his widow and family — somehow future rallies will not be quite the same.

Chairman's report

by *Peter Benfield*

THE COMPLETELY unpredictable weather in July and August has meant that most rallies have been adversely affected, giving rally organisers many sleepless nights.

Our annual rally at Burford was interrupted with heavy rain for a short period but after sheltering under our new 30 foot gazebo, the rain eventually cleared.

Two days of heavy rain at Ripon prior to the Sunday necessitated a rearrangement of club stands and parking, although the day itself turned out to be quite fine.

We paid the usual £20 fee for an area stand for 10 cars but apart from my own car only one other Mayflower, that of

Brian Redshaw, occupied two of the 10 spaces allocated.

A misguided and over enthusiastic steward prevented Alan and Maureen Kormes from joining our stand, insisting they parked in the main arena. With such a poor turnout I feel there is little point in pursuing any future efforts of a Northern Rally at this venue.

I had high hopes that Castle Howard of Brideshead Revisited fame would be a better-organised event, but heavy morning rain put off many exhibitors, leaving many wide-open spaces in front of this magnificent ancestral home.

Once again Brian Redshaw ignored the inclement weather and the later arrival of Barry Precious from Beverley brought our numbers up to three. I think this event deserves a second try next year.

I feel the organisers deserve a little more support — how easy it is for entrants to stay at home and forget all the efforts put in by the organisers!

My apologies must go to Tony Booth, our former vice-chairman, who I inadvertently informed the Committee in March that he had resigned from the Club. Tony had in fact only resigned from his vice-chairman duties and continues as a member and ambassador of the club.

I was saddened to be informed of the passing of Ken MacKenzie, whose presence over many years at our rallies, we have all enjoyed. I got to know Ken quite well as he had also attended rallies at Ripon and Mellarstain in the Borders. A more complete and fitting tribute to Ken appears elsewhere in the magazine.

In conclusion I would like to pay a generous tribute to Howard Pryor, our former Rally Secretary, who has worked so enthusiastically over the last nine years.

WANTED

Contributions for Flower Power

No. 114

**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

It is quite easy for us to attend a rally and be unaware of the amount of preparation work involved. Howard has travelled many miles in the winter months choosing suitable locations with the added task of also finding appropriate hotel accommodation in the immediate vicinity for the Saturday evening dinner.

Trophies have to be purchased, new ideas brought in such as independent judging, certificates organised and the vision and inspiration to purchase a 30 foot gazebo, which we were all grateful for at Burford when the rains came down.

Also his immaculate car "Mabel" has set a wonderful standard for us all to follow — we are all grateful to you Howard for all your efforts!

He has now handed over the job of Rally Secretary to Eddie Copson and I hope Eddie's efforts will be rewarded by a similar number of cars supporting his organisation over the coming years.

Don't forget our planning meeting on Sunday November 28, its held as usual at the Alumwell Junior School, Primley Avenue, Walsall at 2.00 pm. All welcome.

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Mythical drophead coupé

by Steve Coulman

I HAVE BEEN hunting the near mythical Drophead Coupe Mayflower since 1996 and have had leads on two possible cars for over seven years now. The owners have been very coy and secretive and until a couple of months ago both kept their prizes from me. After nearly five years I finally got the chance to look at one of the claimed DHCs.

I drove the three-hour trip and arrived early for the agreed viewing and waited half an hour then knocked on the door at the appointed hour with baited breath.

No response. A neighbour came out and told me that the occupier had gone away for the weekend — we'd probably passed on the A1. I bit my lip and drove home.

A week later I decided sufficient time had passed for the owner to contact me and as they hadn't I took the initiative. He'd forgotten about the viewing and was very apologetic. However, the viewing had now become a possibility to purchase.

Eight weeks later I made the same journey and found both the car and the owner 'at home'. The car was garaged, maroon in colour and from first glance obviously subject to new paint and chrome some time in the recent past.

First impressions were very favourable and I spent the next half hour removing many items stored in it and on it — taking each opportunity of exposed car

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to delve deeper into it. It seemed strange to me that nothing was stored under the car.

The registration number did not match any of those issued to the 13 DHC (prototype and production cars) and I know that none of them have been transferred — info courtesy of DVLA.

The engine number was very difficult to make out, even with chalk which also revealed scratching and other marks. What I could make of the number did not match any of the DHCs, though it could have had a replacement engine.

There was no Triumph commission plate, though there was a Fisher Ludlow body plate. The number on this was the correct layout for a DHC, but again incorrect.

The car was, as far as I could determine, an early car with drop down handles. The interior was 'new', well at least a very recent fit in terms of the age of the car and the structural strengthening, though effective, appeared to be standard angle iron available from any steel stockholder.

There was no evidence of the holes for mounting the pram irons for the roof,

which was missing entirely. Also the rear of the boot lid where it met the roof base was too far behind the petrol filler cap — exactly as on a saloon. I could go on but you now get the picture. By this time my heart had long since sunk.

The owner asked me what I thought. I replied that it was a Triumph Mayflower and it was a convertible at that — but not in my opinion a DHC. I took photos with the owners consent and left. What will come of the car I do not know.

I still have another claimed DHC to view but all I get is an answer phone and no responses to my messages of enquiry. All I know of this one is that it was dragged out of a barn in Ireland and is now in the UK a couple of hours drive away from me.

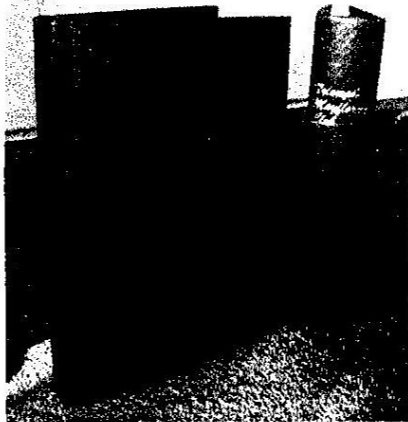
I'm patient and young enough to wait and see.

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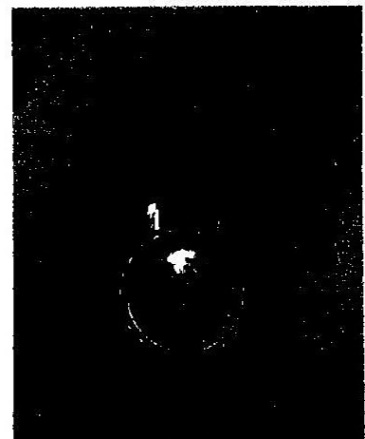
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Mike's Mayflower awaiting its paint job

Letters

... and E-mails

Getting there

Dear John

Please find attached some pictures of my Mayflower, it has now passed its MoT. This is the car that should have been crushed, she was so rotten.

She was purchased from a scrapyard with no ID (DVLA have issued her with 243 UXE), siezed engine, rotten tyres, etc but eventually i finished all the welding, replaced all the brakes, fitted a Herald 12/50 engine and floor change box with hydraulic clutch, Austin Allegro electric fan operated by a Ford Fiesta thermostat housing with the fan control switch fitted.

Also an alternator has been fitted along with a Ford Fiesta windscreen washer bottle with built in pump, and a rear screen heater. The next job is to get the home made propshaft balanced as there is vibration over 30 mph.

Now to get her painted and some new hub caps to go with her new 155/15 radial tyres.

Hopefully see you at a rally someday.

*Regards Mike Evans (942)
Exeter, Devon*

Offers that I didn't want!

Hi Guys,

Decided to blow the cobwebs off the car today and take it to work. I parked just outside of the Croydon Law Court Centre in Altyre Road Croydon, where I now work and play.

Just opposite is the Croydon Park Hotel, where a TD-1800 is parked up and never moves, owned by the manager.

I was in the District Judges area today, meeting and greeting the public when one of the girls in the office downstairs came up and asked me if I could do a wedding on September 11, spooky eh!

During lunch time, I went down to check out no one had stolen the car, and 'Dave, our security man' approached me and said the car was generating a lot of interest from people as they came into the court centre.



Dave's car which received many admiring glances

He then handed me a business card from a local solicitor who wants to know if the car was for sale.

What do I do now? I have attached a picture, not a good one, of the car. It is now resprayed, with burgundy side panels, and looks really smart.

I will send you another photo very soon, when I take a better picture, I promise.

I have ripped out all the mats inside and intend to replace them with carpet, that could take a long time though. I also intend to do lots more inside as I go along.

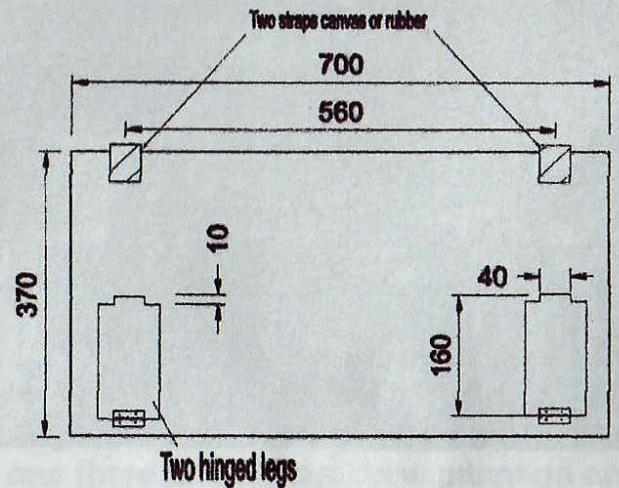
Please do give me your esteemed thoughts.

*Best wishes a lonely Mayflower
and Dave Stafford (822)
London SE25*

Boot lid modification

Dear John,

My boss complained about the boot lid of the Mayflower being at the wrong angle to put anything on. When we are



at rallies everything rolls off or falls down big holes.

So here is my modification pictured along with a diagram. Please excuse it being made from 6 mm MDF but it is only Mk I, Mk ii should be on a more traditional material.

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The two rubber straps fold around the little bars at the top of the boot lid and the hinged legs drop into the bars at the bottom of the lid. The platform folds flat when not in use. Dimensions are approximate.

*Eddie Copson, 926
Birmingham Road, Birmingham*

Does anyone know this vehicle?

Dear John,

I came across these photos (above) taken in Switzerland in 1953. The vehicle travelled via Silver City Airways, Bristol Freighter, from Lydd in Kent to Le Torquet.

Does the car still exist (registration number xxx 000)? The family name was Waterman.

Regards Fred Newman, 886
Tenterden, Kent

Sad departing

Dear John

I am writing to you regretfully to cancel my membership of the Triumph Mayflower Club, of which I have been a member for the past 14 years.

I fear the time is fast approaching when I will no longer be able to offer my own Mayflower, CSN 107, the care and attention it deserves and the last thing I want to do is see it mouldering away, neglected, in my garage, an ironic fate for it because I myself rescued it from a similar fate all those years ago.

I am proud to have saved it and spent vast sums of money on restoring it to its former glory.

Because my 'proper' car, a mere 13-year-old stripling, has spent a couple of months undergoing major surgery at my local garage, I have been driving my Mayflower to work where it has attracted quite a few admiring glances.

In fact, one of my colleagues was so taken by it that he has offered to purchase it from me and I have reluctantly accepted his offer.

Luckily, he possesses the expertise and enthusiasm (and the necessary income!) to look after my Mayflower much better than I can.

Since you no doubt like to keep track of any cars still running, I have his permission to reveal his name and address (Keith Pegram, 69 Andover Road, Ludgershall, Andover, Hants SP11 9LY).

He will almost certainly become a member of the club because not only would he like to take advantage of the vast array of spares and accessories but

also because I am sure that he would like to take part in any rallies.

I have enjoyed my 14 years as a Mayflower owner and am sad to give it up. I am grateful to the club for all their support throughout the years and for making ownership of a car with such character so enjoyable.

*Happy Mayflowering,
Chris Naish (647), Wantage, Oxon*

Sorry to see you leave Chris, don't forget to come along to our rally when its close by and by the way Keith has joined the club — Ed

Why did I do it

Dear John,

Well its now two years since I purchased my 'Flower, and what started off as case of "why did I do it" has now grown into a case of "I am glad I did".

As my other classic car was off the road last year the 'Flower stood in for rally duties. Of course it was the only one there and always drew attention and many questions from the visitors.

It was a busy season and a hot one but it always got me there and back,

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despite the clutch being in need of some TLC. Imagine my surprise this year, when at the Hop Farm rally in Kent, another Flower!

This was owned by Malcolm Barnsley who lives locally, so the club was represented by my small window Flower and his later large window Flower.

Speaking to Malcolm about having to do my clutch, he told me an "easy" way to do it and just ignore the workshop manual. So full of confidence I tackled the job and whilst not a pleasant task I now have all three parts of the clutch replaced.

Going back to rallies, I would like to bring my 'Flower to the annual rally but from what I have read about them the standard seems very high. My Flower is quite presentable but not in the concours class so maybe I will have to wait until I can get it to look like Malcolm's (a long time!). It has been to the rally with the previous owner (J.Popkiss) as I have a picture of it there in one of the old Flower Powers.

*All the best, Nick Proudlock (944)
Hove, Sussex*

With regard to attending the rally, never worry about the condition of your car it is more important to the club to have as many cars as possible attending regardless of their condition — Ed

New member

Dear John (Oaker),

Attached is an application for membership with a cheque to cover costs. I have not included a stamped addressed envelope as I am unable (of course) to buy a stamp that you can use.

We (my wife and I) are currently restoring a 1951(?) Mayflower from the ground up. The car plus a spare body

was found some 700 miles away where they had been sitting in the open for some 10 years — or so!

They were dumped on our front lawn by a somewhat disgruntled truck driver and from there the task started. Apart from a general state of disrepair, the underside covered with 50 years of heated hardened clay, rust in all the usual places and a self contained eco system of plant and insect life, they appeared to present a viable project for full restoration. That was two years ago.

Nearly complete

To date, all body repairs are complete, painted inside and out (the new colour is silver grey — the original was grey then maroon), upholstery well on the way to completion (red vinyl), gearbox and diff rebuilt, all suspension components, running gear and brakes refurbished, completely rewired, all chrome work redone and I am currently in the throws of rebuilding the engine.

With the exception of seat upholstery and engine machining, the project has been all our own work. Needless to say that if the job turns out to be a crock then its our own dearly beloved crock.

*Regards, Frank and Elva Marshall (982)
Kambah, Australia*

We look forward to seeing some pictures of your project — Ed

Continued on Page 16

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Technical Tips . . .

Access to the instrument panel

by Eddie Copson

HAS ANYONE else had speedometer problems? Well I have. I have had it wavering from 20 to 40 mph, had it sticking at 75 mph! Had it working perfectly but the trip mileage not ticking over and of course had it not working at all!

Well I have had this car for two years now and like everyone else must have had those four horrible brass wing nuts that secure the facia panel on and off so many times you would think that screwing them back on should be easy, not a bit of it.

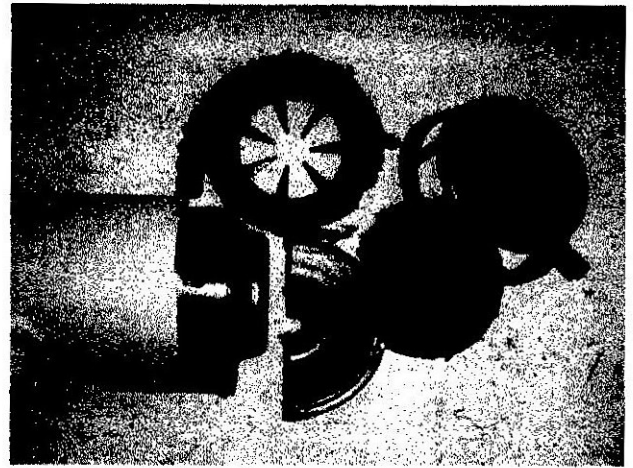
Well here is a modification readers may want to try. Remove the first three or four threads with a 5mm drill as shown in the photograph, this helps to align the nut on to the screws. But beware you must screw a 2BA screw into the back of the wing nut because the drill will snatch and remove all the threads!

Run the screw through after drilling to realign any damaged threads.

Speedometer

To go back to the speedometer problem, I had a spare and fitted it but not content with that I decided to investigate the problem further to see what was wrong with the original.

The chrome surround and glass came off easily enough, they unscrew like a jam jar lid. The glass is very thin and cracks easily (I know).



Know what this is?

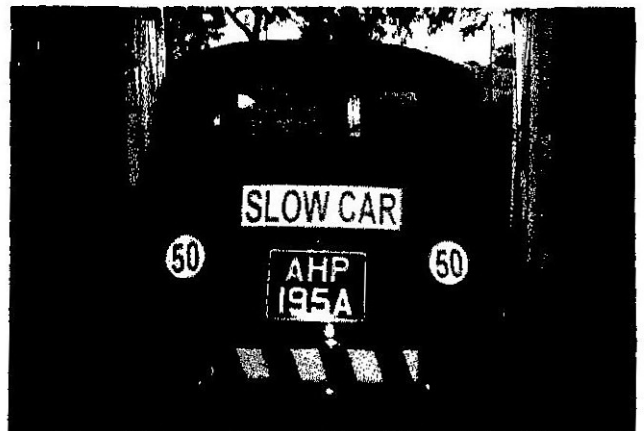
Answer to the quiz in the last edition is part of the filter assembly

Two screws that hold the inside mechanism have to be removed but alas the mechanism does not fall out. There is a tiny grub screw inside a peephole that is difficult to remove, I ended up drilling it out.

After removing this screw the mechanism falls out. On inspecting it I hadn't a clue what was wrong so all the work was in vain, still I did enjoy myself trying!

Last year I told the story of a van hitting me up the rear whilst on a deserted M69 motorway. Well this year I took steps to prevent this.

It worked well, I can see drivers pulling out much earlier. The signs are made from magnetic sheet and just hold in place with no problem.



Rally report

by Howard Pryor

MANY APOLOGIES for the lateness of this report but I thought I had given this job away to our new rally secretary Eddie Copson but there seemed to be a little misunderstanding that he was to take over after this year's rally which included my report.

However, no problem! It may be a little short as it seems so long ago and the details are a little fuzzy (it's an age thing I guess).

It was generally a fine day with a little rain at lunchtime, which allowed me to sit and eat lunch for the first time for a long time.

After lunch we had a driving test adjudicated by Reg Varney — this involved driving up to a cone as close as you can get without touching it, then backing into a four cone garage and lastly backing up to the first cone again without touching it.

Eleven people took part, two from the Roadster Club but the last person to go, Paul Norton, who did rather so reluctantly, won.

You know when they say beginners luck it must be true, I have owned Mabel

since 1988 and in that time my wife Loretta has never driven or wanted to drive Mabel, so why on this day did she ask me where the gears were, where the handbrake was and then drive the test and beat me by one point!! — you have it beginners luck.



Malcolm with his prize

Thanks to all who participated and a huge thank you to Reg Varney who stepped into save the day with this test after a slight technical hitch where we nearly did not have a test at all, thanks Reg. I must say it is always a pleasure to see you and your lovely wife at our Annual Rally, I can only say please attend more often.

The Concours

This year I had to send the judges out a second time to nitpick for a winner between our two top cars and the decision was made by half a point, that being first time winner Malcom Barnsley with his grandfather's car LKV 558.



Some of the cars lined up for viewing at the rally

FLOWER POWER

Malcom's car has got steadily better through the years and maybe that re-chroming or just attention to detail did the trick.

Top Five

Now here is the fuzzy bit! Unfortunately no one kept a record of the winners because we all thought somebody else was doing it. However, please contact me if you were a winner and your name and car is missing: John Gogay; John Alben; Jim Poole; Paul Norton; and Peter Benfield.

Other awards

Distance Award: this was won by our Club Chairman Peter Benfield.

Back Seat Memorabilia: Sorry haven't got a clue!

Chairman's Cup: Howard Pryor, retiring Rally Secretary and now Vice Chairman.

Achievement Shield: Eric Partridge who produced and paid for the stickers that come with this magazine — thanks Eric.



Some of the other winners receiving their prizes from Reg Varney

Thanks to all of you who helped throughout the day. What a team you have become. Special thanks again to our tea and raffle ladies with the slight inclement weather your work was harder this year and thanks also to the Roadster committee and all 48 of you and your families for turning up with 19 cars.

Fear not! I have only stepped down from Rally Secretary by handing over to a very capable Eddie Copson whom I will support in every way I can and I hope you will too, I will still be heard on the microphone next year (Oh no!! — Ed.) and leading the blast for the past (car horn symphony) at the end.

See you there—happy Mayflowering, Howard.

1953 TRIUMPH MAYFLOWER

CONDITION "A"

Winner of the George Jeary Award in 1999

The car is complete with original rubber mats and tool kit

£1500

PHONE 01823 284886 (Derek Merchant 828)

Letters continued

National Heritage Museum

Dear John (Oaker),

I am writing to advise you that I am no longer the owner of Triumph Mayflower PTD 615. As you know I bought the car in 1994 for nostalgic and sentimental reasons.

Whatever talents I may have, the ability to tinker with cars is not one of them. However, I did employ very good experts to look after the bodywork and mechanical well being of the vehicle.

The time and effort needed, not to mention its lack of use was one factor in my decision, the more important one was the recent change of house and the lack of secure garaging.

I hope the TMC will therefore be pleased to learn that I have donated the car to the National Heritage Motor Museum at Gaydon.

I have enjoyed my fairly passive membership and I wish to thank you personally and John Gogay and Howard Pryor for the many occasions on which you have helped me.

*Yours sincerely, Mike Handley (727)
Windsor, Berks*

Well done Jim

Dear John,

Just a line to let you know of Jim Poole's accomplishment of pushing 600 other cars, including Rolls-Royce's, Jaguars, etc, down the pecking order by taking first prize at the Hollowells Rally in Northampton on July 6 and 7.

*Regards Eddie Copson,
Rally Secretary*

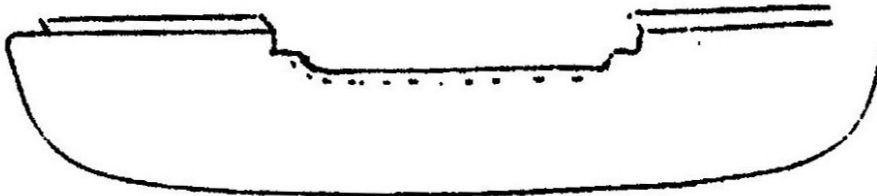


Classic Car Sills

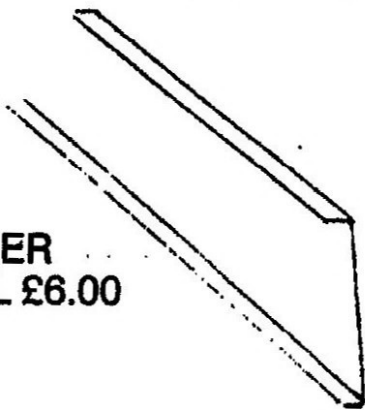
Parts for the Triumph Mayflower



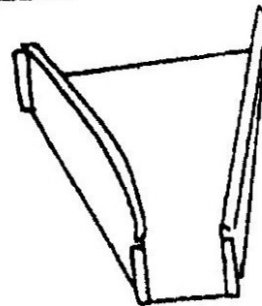
SILL £20.00



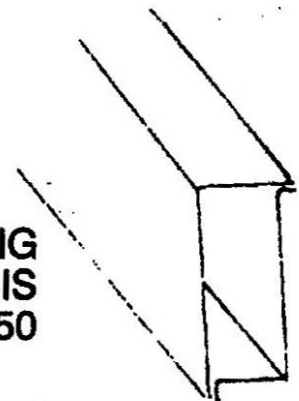
FRONT
APRON £45.00



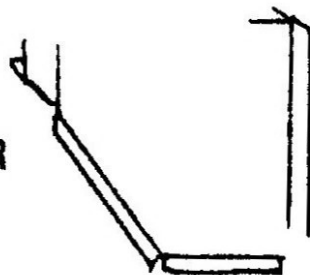
INNER
SILL £6.00



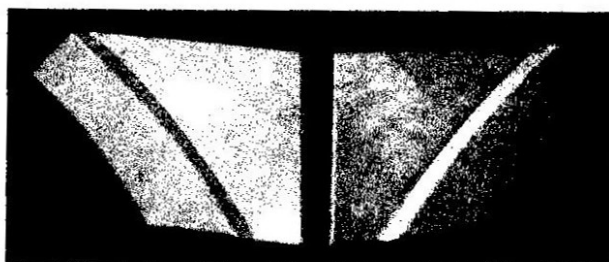
OUTRIGGER
£7.50



REAR SPRING
CHASSIS
£7.50



OUTRIGGER
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
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*Some more pictures of our
National Rally*

