

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2006 No. 119



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2006-2007

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Forbes Alexander; Paul Norton; Malcolm
Barnsley; Norman Ward; and 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
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: Jim Poole's award-winning Mayflower with his superb classic caravan

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.

Editorial

WELL, HERE we go again, I thought that I had got rid of this job but due to work pressure on Eric Partridge he is now unable to continue with the job of Editor and of preparing the magazine for the printer.

The committee had given Eric a little longer on the press date but unfortunately he just couldn't work the 30 hours a day required. He feels extremely embarrassed about letting the club down but at least we had two issues in full colour!

Now due to the short time that I have for producing anything like an interesting publication this issue will be small in content.

The Annual Rally at Stanford Hall was a very pleasant day with about 17 Mayflowers present and a much larger number of Roadsters.

The Saturday evening get together was enjoyed by all with a well presented meal

and the hotel accommodation fulfilled everyone's requirements.

Just a reminder to everyone that if you have difficulty in contacting me for spares to call Howard Pryor but please only if it is urgent.

Copy dates for future issues are December 5 2006; March 5; and June 5 2007.

Subscriptions

One of the main concerns of the committee is to remind members that there subscriptions were due on April 1. Your co-operation is required in sending your dues to John Oaker as soon as possible. The club works on very slim margins and the future does rely on everyone paying their subscriptions as early as possible.

Lastly, apologies for the quality of some of the photographs but I only had photocopies on some of the content.

*Happy motoring
John Gogay, Assistant Deputy Dog*

Chairman's report

by Peter Benfield

THE GLORIOUS weather from late June onwards has enabled the classic car owner to enjoy one of the best summers in recent years. As usual of course, there have not been enough weekends to attend all the rallies one would like but the Annual Rally at the end of June enabled Mayflower owners to gather once again with the Triumph Roadsters in the most beautiful setting of Stanford Hall.

Earlier in the year the Federation of British Historic Vehicle Clubs (FBHVC) announced a novel idea to raise the profile of the historic vehicle movement by holding a "Drive it Day".

The date chosen was April 23, St George's Day, and I was pleased to see a A35 and a Herald being used on that day.

Did any Mayflower owners participate in what could become an annual event?

The venue for this years 34th Annual Historic Motoring Extravaganza organised by the Borders Vintage Automobile Club took place at Thirlstane Castle and proved a great success in the grounds of this magnificent castle.

Once again Ian Watt held the fort for the Mayflower Club. Ian is a great ambassador for our club, a source of great knowledge which he is always willing to share.

I was quite intrigued by the rev counter he had fitted last year which initially was running at 80,000 revs(!) but which he has now calibrated more accurately and I considered was an added source of useful information to the driver.

I have recently acquired a copy of *Practical Motorist*, August 1958, edited by F. J. Camm with an article on overhauling the Mayflower. I found the editor's introduction most interesting I quote "within a few days of publication of this issue, the first batch of parking meters will be available in London for those who wish



Ex apprentice Tony Taylor receiving his Mayflower print from Chairman, Peter Benfield (left) and Eddie Copson

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to use them. They permit up to two hours parking at sixpence an hour, with a further excess period of two hours for 10 shillings.

They are installed in Mayfair. This Heath Robinson arrangement will not, in our opinion, succeed. Motorists object to paying twice, and they have paid sufficient money in the form of road fund and petrol tax during the past quarter of a century to be entitled to free parking facilities.

It is an attempt, they say, by the state not to solve the parking problem in a manner acceptable to motorists but to make money out of it.

If parking meters pay, there will be no incentive to solve the problem. The Minister for Transport has been in his bonnet over parking he continues to harp on it, and from his public utterances, obviously 'has it in', for the private motorist.

We think that knowledgeable motorists will, as a protest, ignore the parking meters and they will continue to park reasonably and run the risk of prosecution, notwithstanding the 'No Waiting' regulation

now in force. A law which cannot be enforced is a bad law".

How times and attitudes have changed, looking back perhaps this was the golden age of motoring!

Rally

Returning to this year's rally at Stanford Hall. For me the wheel has turned full circle as it was in July 1996 that I attended as Chairman of the Club for the first time.

This year's rally was the 20th one I have attended as a member of the TMC and each rally has somehow managed to be more enjoyable than the previous one.

This has particularly been so since the Saturday evening dinners were first introduced at Bletchley Park.

Many wonderful friendships have been made over these years but other pressing interests suggest that a change of Chairmanship is now needed for the club to continue to prosper and this change will be discussed and acted upon at the next AGM in March 2007.



Ian Watt's Mayflower at Thirlstane Castle

Serendipity

by **Eddie Copson**

THAT'S A WORD that just trips off the tongue. The first time I saw it was above an interesting little shop in Stratford-upon-Avon and it had me scurrying to the dictionary for its meaning. It is probably only me that had never heard it, but just in case, and to save anyone getting the dictionary out it means the coming across good fortune almost by accident.

We all enjoy taking our Mayflowers to the rallies and chatting to admirers and hope to come across an elderly person who says, "I used to work on these" but most of all we would like to hear "I know where there are some Mayflower parts in good condition".

Well this happened to Jim Poole, one of our members. He took his two cars on a rally to Coventry. The rally was held on the front of the Museum on the first day, then the Memorial Park on the second.

A gentleman approached Jim and said "A friend of mine has got a Mayflower engine in his garage with some other bits." No prizes for guessing where Jim was going the next day. Arriving at gentleman's home he was delighted with what he managed to buy for just £100.

The list

The list goes like this: 1 engine never been used except for teaching on how to strip and rebuild an engine; 1 aluminium cylinder head never been used; 1 chrome grille (Jim's complaining the protective paper is difficult to remove); 1 radiator blind absolutely new and in pristine condition (I have never seen one of these before); set of brake shoes plus back plates; 2 half shafts; 2 dynamos; 1 starter; 2 overriders; 2 original thermostats; and the list goes on.

How serendipitous was that?

Jim also talked to one of the previous owners of his car KWK 994, a Valerie

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EXCHANGE UNIT
AT £57.00

Available from:
 The Spares Secretary

Holden who owned his car for one year in 1966, this leaves him with just one more owner to trace.

He passed all this information on to me at the Stoneleigh Restoration Show when once again he did the club proud by exhibiting his Mayflower.

He also asked me to pass on a useful piece of technical information. If anyone is about to change the front wheel cylinders on their Mayflower (early models only) this could save some money.

Jim contacted JEM Vintage Car Consultants who quoted him £60 plus VAT each cylinders because they were the early type. After a little thought he decided to fit the later cylinders instead as these were less. After removing the brakes and cylinders he found the later ones would not fit, the back plate being different. The answer was to remove the back plate and fit a 1952 type. The pipe fittings were different but JEM made him two adapters. The cost was a total of £74. Saving £166.

Contact details for JEM is: 01455 230626; email: sales@jem-vintage.co.uk. Jim and the club have secondhand back plates if anyone needs them.

Flowerman

When did you last inspect your spare wheel carrier? This often neglected tray is well exposed and relies on free movement of the hinges. Keep these lubricated and a wheel change will be much easier.

National Rally report

by **Eddie Copson, Rally Secretary**

GLORIOUS JUNE is well known for producing some of the most pleasant days but on occasions very wet ones. Fortunately we clicked for a most pleasant Sunday, yet the day after as I'm writing this report it is the first day at Wimbledon which had been virtually wiped out due to rain. Didn't we do well?

This is our 10th year of sharing a venue with our friends the Triumph Roadsters who had 42 (plus one chassis) superb vehicles on show. We also had a good turnout with 17, three up on last year. In the next field on the same day were an assortment of early Standard Triumphs (Pre 1940 Triumph Owners Club PTOC).

My day started with meeting Bob Wyatt, his wife Evi, and Jim Poole at Stanford Hall to erect the gazebo, which with just four of us was no mean feat. As fast as we were joining tubes together other parts were coming away and with the gazebo being about 30 feet long we did well. I think we deserve a Boy Scout Badge each.

That out of the way we were able to rest on our laurels a little. It was about this time that a gentleman drove up to me in his modern car and asked if there was a Standard Triumph rally on, only he had read in the local paper it was this weekend.

Well, whenever any classic car owner attends a rally one of the most satisfying things is for someone to turn up that used to work at Standard many years ago and remembers the cars. His opening line to me was "I'm probably the oldest Standard Triumph apprentice still alive" and when he said he was 95 who am I to disagree? He started to tell me of the day he went for a job at Standard in Coventry the conversation went something like this:

I was fourteen at the time in 1925 and I walked into the gate office and asked the

smartly dressed, uniformed man, if there were any jobs?

"Whereabouts do you want to work?" he asked.

"I don't know", I said.

"What do you want to do"?

"I don't know" I said.

"Just wait there I'll get a foreman".

So I waited. The foreman duly arrived dressed in a morning coat with striped trousers and spats, he obviously liked me and I was taken on to push cartloads of parts from one section to another.

Learn names

I had to learn the names of all these parts and where they went. A short time went by and a man stopped me and asked me what I was doing, the name of the parts, my name, and my foreman's name.

Later that day my foreman said, "What have you been up to talking to the owner of the company"?

"I didn't know who he was," I said.

"Well he has told me to take you on as an apprentice".

"I remember there was a lot of arguing going on between Alpha Romeo and Standard over Standard copying Alpha's engine design and using it in their Triumph Gloria. Of course Standard denied it but I can remember stripping the engine."

Before this fellow left I wrote down his name: Ron Shepherd, of Nuneaton and almost begged him to come back tomorrow when all the cars would be here with their owners just busting to talk to this gem of a find.

"I don't know if I can make it" he said.

"Why?" was my reply.

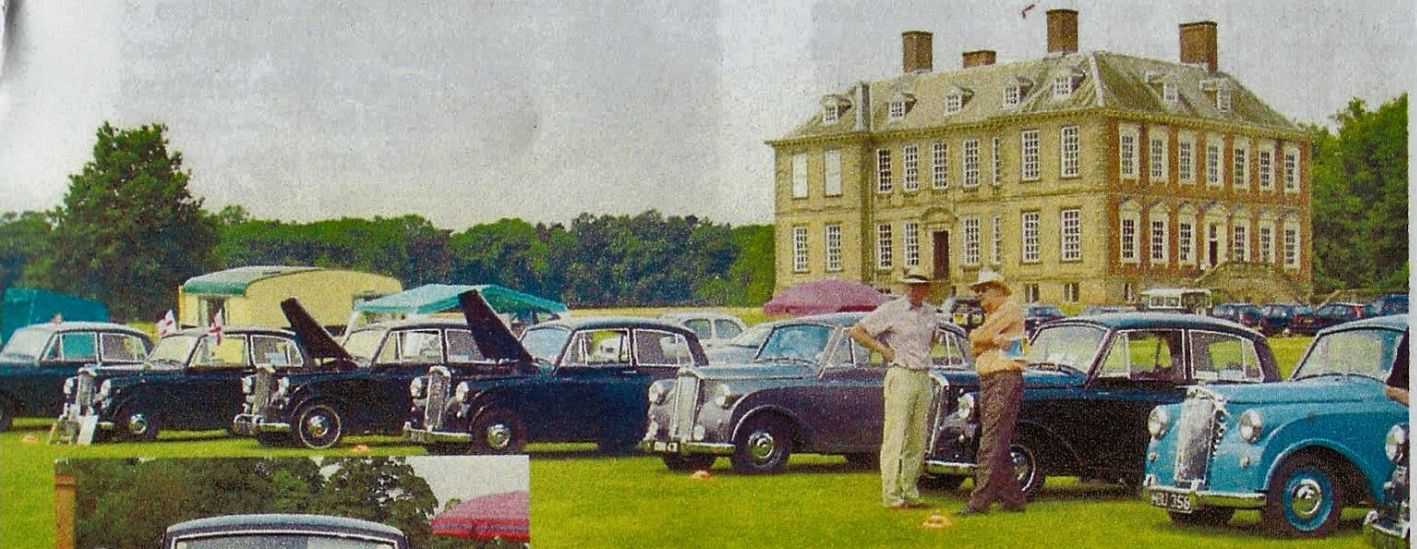
"Because I lost my wife last Christmas and my family don't know I'm out".

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Some views of the rally with the Concours winners

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5



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The evening meal was at a lovely 16th century coaching inn called The Three Swans in Market Harborough.

Needless to say there was much merriment and chat ready for the next day.

Sunday came and the cars started to roll in, well to be honest one or two owners were so determined to make it they brought theirs by trailer.

Jim Poole towed his 1950s caravan with one of his two cars that he had on show. My car wouldn't pull the skin off a rice pudding never mind tow a caravan so I reckon he uses the second car to push the caravan from behind.

Phil Benson's little Flower played up a little with the petrol pipe coming adrift, then having to sit and wait three quarters of an hour for a petrol vapour lock to cool down. He sported a nasty burn on his arm as a memento. Well done for travelling the 150 miles.

Others who had some travelling to do were: John Albon 170 miles; Eddie Gallimore 140 miles; Keith Pegram 135 miles; and Peter Benfield 165 miles.

Whilst the cars were arriving I was busy setting up the refreshments and raffle with my wife Julie and Fred Newman's wife Phyllis. Fred was setting his memorabilia stall out with some secondhand spares.

The raffle was split up into a tombola and raffle by the ladies and with their efforts together with donations of prizes from both clubs we made a little money that was split between the two clubs. So well done and thanks to Julie, Phyllis, Joan, Sue, Loretta, Barbara and anyone else who helped out.

The day went by so fast that the cavalcade we were going to do did not materialise but the information cards filled in were very useful anyway.

One or two comments on the cards were as follows: John Oaker — "My car came out of the factory on the day King George VI died"; Alan Holford — "At a recent rally my car won Best Visitor";



*Getting their awards from the top:
Eddie Copson; John Gogay;
Paul Norton; and Alan Holford*

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Eddie Copson — “My car was driven to Italy around 1960”; Peter Benfield — “My car has never let me down, no blown head gaskets or burnt out valves, it was found in a council house front garden and had been there for 12 years. Engine block modified to take a spin off oil filter; Keith Pegram — “Had to change the carburettor Friday night due to a stripped thread on the main jet, kept cutting out on the 135 mile journey here; John Albon — “Running hot”.

Members I'm sure will remember the story of the three apprentices in the last two editions of the *Flower Power*. Tony Taylor and Tony Warren were both invited but Tony Warren has been ill and could not make it. Tony Taylor, however, did honour us with his presence and I think he will be writing his comments on the day in a future edition so I will leave reporting on that one to him.

Peter Benfield appointed the three judges to assess the cars. So it's thanks to the following: Norman Ward; John Oglesby; and Malcolm Stewart.

Resulting awards

The results were as follows: *Concours Winner* — 322 UXJ, Eddie Copson; *1st* — PMV 97, John Gogay; *2nd* — HTH 719, Paul Norton; *3rd* — JWV 612, Alan Holford; *4th* — LFG 805, Jim Poole; *5th* — KSF 804; Peter Benfield.

Visiting Classics: *1st* — Triumph TR6, CAU 383H; *2nd* — Standard Vanguard, NOX 569; *3rd* — Jaguar E-Type, E 421; *4th* — Rover, NDE 221; *5th* — Triumph Herald Van, 585 GOM.

Best Interior: PMV 97, John Gogay.

Best Exterior: HCR 817, Maurice Wilkes.

Best Engine Bay: PMV 97, John Gogay.

Distance Award: XAS 929, John Albon, 177 miles.

Chairmans Cup: Eddie Copson.

Most original interior: Alan Holford.

Achiement Shield: Eric Partridge.



More prizes, from the top: Jim Poole; Sue Benfield (she only went up because she hadn't seen Peter all day); and John Albon

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The Mayflowers on show were: 322 UXJ, Eddie Copson; HCR 817, Maurice Wilkes; KWK 994, Jim Poole; LFG 805, Jim Poole; VFF 517, Brian Barker; NLO 739, Howard Pryor; CSN 107, Keith Pegram; KSF 804, Peter Benfield; OUM 864, Steve Coulman; HTH 719, Paul Norton; JBD 807, Phil Benson; JWV 612, Alan Holford; HBU 358, John Oaker; ONN 431, Eddie Galimore; PMV 97, John Gogay; BDX 929, Brian Redshaw; XAS 929, John Albon.

Well as I said the afternoon shot by, judging done, awards made, refreshments administered. So I think that is all as far as my report is concerned except for me to thank everyone who made the work of organising the rally worthwhile by turning up and the committee for their support and backing.

Commemorative plaques were given out to attending members showing last year's concours winner. Special thanks to our Editor, Eric Partridge, for designing and producing them.

PS — 95-year-old Ron Shepherd did come back the next day apparently again without the knowledge of his family. I introduced him to Tony Beadle the *Triumph World* Editor who I'm sure will feature him soon in one of the editions. I then pointed him in the direction of the Pre 1940 Standards. He was off like a shot and I did not see him until the end of the afternoon when he came to say his goodbye.

There was the sort of twinkle in his eyes you see from a youngster in a sweet shop, he had just seen cars he had worked on 80 years ago. He was standing in front of me dressed immaculately in a suit and tie 5ft 2ins tall with his walking stick (incidentally still driving). His words were "I have had a fantastic day everyone wanted to talk to me, I have a top pocket full of cards and addresses. Today I felt like royalty."

What a chipper little character he is, I do hope to meet him again some time and have time to talk more to him.



Norman Ward doing his George Formby impression and is Howard going to join in!!

Parts available

Dear Mr Partridge,

Whilst showing my Mayflower locally I was approached by a gentleman who gave me his card and said that as the past owner of several Mayflowers he had a large number of spares.

I gathered that these were mainly small parts such as door handles, knobs, etc and were available to anyone interested. I said that I would pass this information on, his name is Mr Ketteridge (01279 600138)..

Congratulations on a very well produced magazine. As the editor of a museum magazine I know how difficult it can be to get contributions and to maintain high standards.

*Chris Thompson, 907
Braintree, Essex*

Rotary run

Dear all,

I hope that all of you who attended the rally at Stanford Hall had a great time. I wanted to go but my wife said "don't be stupid, you're not driving all that way yet" (I'm still recovering from the big C).

So instead I took my car to the Mayflower town of Billericay, all eight miles away to the Rotary Club Run, taking a few pictures along the way.

I was received with great interest being shown off at one point in the great arena. It was a very hot but pleasant day with many other classic cars on show. On leaving I had the honour of being escorted out of the grounds by the town crier.

Hopefully next year if I carry on recovering at the present rate I will meet some of you at the club rally.

*Gerry Hacker
Brentwood, Essex*

PS — Does anyone have a "W" for my front number plate?



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Clotherholme Farm Rally

by Peter Benfield

THE ANNUAL "Northern" Rally at Clotherholme Farm proved a great success in spite of competing with inclement weather, Wimbledon tennis finals and possibly the evening World Cup finals.

Seven Mayflowers were present including that of my own, being John Donachie, black and white with a Herald engine; Mike and Tomas Jefferies; Neil Tonks; Alan and Maureen Kormes;

Redshaw; and Maurice and Hilda Wilkes in their early 1950 saloon.

This was an extremely creditable turnout and I was grateful for the support of the above members. The seven cars made an impressive line up, they received many compliments and admiring glances; also comments such as "I didn't know there were any of these still around!"

The rally was a charitable event with approximately £10,000 being raised for Cancer Research and the Yorkshire Air Ambulance.

The venue for this rally in 2007 has been changed to the Ripon Racecourse, cutting the costs of overheads involved at the sametime as providing a more level site with superior facilities.



The Mayflower line up at Clotherholme Farm

CLUB SUBSCRIPTIONS

If you have not yet paid your subscription for the
Year ending March 31 2007
please do so as soon as possible

We have extended the period for payment until October 31 2006
if payment is not received by then no further access to spare
parts will be available
and no further copies of *Flower Power*

Please send your cheque for £25 to John Oaker
(US members may send \$49, made payable to John Gogay, who will pass it on)

Letters . . .

My Flowers

Dear Eric,

Please find enclosed four pictures of the two Mayflowers I have owned, LHP 776 was purchased in January 1960 for £290 and JWV 612 last August for £2000. I wonder how those figures equate in cash value now?

LHP was first registered with the Standard Motor Company and the local Standard Triumph agents, namely Westgate Motor House, Gloucester, assured me that it had been on the show stand at the 1951 (or 1950) car show, it was first registered in 1951 but I cannot remember the month.

After owning the car for five years and then getting married it was sold and a few years later I saw it in a local car graveyard. I wonder if it is still there?

In the photo of myself leaning on the bonnet of LHP is a Standard 12, ironically it was that model car that I had before the Mayflower so it is quite a sentimental photo.

JWV is a 1953 model and I am the fourth owner. It started life in Malmesbury, Wiltshire. I bought it from an ex-club member in Street, Somerset, so it has not travelled far.

I must say my wife and I and our friends who came to rally at Stanford Hall would like to thank all the people involved with the organisation for making it such a successful day.

*Alan E. Holford, 695
Gloucester*

THE CLUB HAS A QUANTITY OF

PUSH-BUTTON DOOR HANDLES

(Locking)

PRICE OF £30

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first come first served basis)
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Apologies for the quality of the photograph as it is only a photocopy

TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker, 19 Broadway North, Walsall, West Midlands, WS1 2QG

Dear Member,

Please note that members' annual subscriptions were due for renewal at the end of March. At the 2006 Annual General Meeting it was decided to keep the membership for 2006 – 2007 at £25 per annum for all members regardless of where you live. This subscription is to be sent to membership secretary John Oaker, at the above address.

Some members have already paid. If this is the case ignore this reminder. Some members have elected to pay via "Direct Debit" using the form distributed with the last magazine. Because of the way the standing orders are set up the next opportunity for you to do this will be during early 2007. If you do pay by direct debit could you please update the amount owing to £25.. Members with Direct Debit arrangements set at £20 are reminded that they need to update the amount due at their bank and send the difference owing to me the membership secretary.

Failure to rejoin would mean that you would no longer have access to the club's spare parts and would not receive any further editions of 'Flowerpower.'

For your convenience I have included a return slip with this letter. If you would like your new membership card by return of post please enclose an s.a.e. Failure to do so means that your new membership card will come to you with the next edition of Flowerpower.

I am trying to update the Triumph Mayflower Club database – bringing us into the 21st century. If you wish your phone number and / or email address to be published in Flowerpower could you please write it below and return to John Oaker.

Thankyou,

#####

Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2007.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly!

However, any members in USA or Canada who would like to pay in U.S. dollar could make out a personal cheque payable to John Gogay – spares' secretary - for \$49.00

_____ signed _____ member number

My telephone number is _____

My email address is _____