

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2008 No. 126



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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- CO-OPTED MEMBERS** 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 not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

FLOWER POWER
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Cover: Malcolm Barnsley's concours winning car at Woburn Abbey

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Editorial

THE MAYFLOWER WORLD and the Mayflower Club are going through a very quiet period at the moment. Very few people seem willing to get involved and to help with the running of the club and the promotion of the vehicle to the world in general.

The present committee have in the main been in their posts for 10 or more years. Perhaps then it is no surprise to find some of them looking around and saying "Why me." "I've done my share."

It is probably also not surprising that some of them are turning to other interests, another, more usable or more comfortable classic car perhaps. A return to family life or simply getting older and wanting more time to do other things.

Whatever the reasons, I sense we have a committee 'going through the motions'.

What are we going to do to turn things around?

Well, I guess we need new blood on the committee.

This (Acting) Editor has been writing these magazines for far too long now. He's jaded and simply wants to enjoy the Mayflower he's just got through an MoT and back on the road again - after a 13 year project!!

Appealing

I'm appealing to anyone who can type a few words into a "Word" document to take on the job of Editor. We need new ideas, new enthusiasm and new energy.

This magazine has been delayed by two main factors. The Acting Editor has been moving house. The content coming through from the membership has been minimal and there simply has not been enough content to make it worth us putting one together.

The job of Editor should be fairly straightforward. Type up any adverts that members send in, type up any

letters that members send in, type up any stories the members send in, write a short topical editorial, spell-check and proof read it and send it all off to the printer, by e-mail for him to lay it all out and print it and dispatch it.

This editor job can be done by anyone with a PC, some word processing software, and e-mail. It can be done from anywhere in the world nowadays so don't be put off taking it on just because you live in America, Australia or wherever.

Have I tempted anyone? If so then send an e-mail to me at:

Phil@triumphmayflowerclub.com

Give me a phone number and I'll ring you and have a chat about handing over the job.

Please let this be the last negative Editorial I have to write!!

On a more pleasant note I trust most members have seen the die-cast model of the Mayflower on sale on E-bay. Its in 1-76 scale, so its suitable for the model railway enthusiast and it seems to be available in silver or white at a price somewhere around £3. It is built by a company called Oxford Diecast.

Copy dates

Copy deadlines for the future issues are: December 1; March 5, June 5. All correspondence should be sent to Phil Benson or e-mailed to Phil or John Gogay, details are on the inside front page.



Rally cars

THIS PAGE is normally taken up with the Chairman's report but as we have no Chairman at the moment I have included all the cars that turned up at the club's annual rally in June at Woburn Abbey.

There were only eight cars present on the day, a rather pathetic turnout for a club of our size. Let's hope for a better attendance next year.

The concours winner, LKV 558 belonging to Malcolm Barnsley, appears on the front cover.



CGR 850 — Ron Hart



740 XUA — Ian Richie



JWV 612 — Alan Holford



HCR 817 — Maurice Wilkes



HTH 719 — Paul Norton



PMV 97 — John Gogay



VFF 517 — Brian Barker

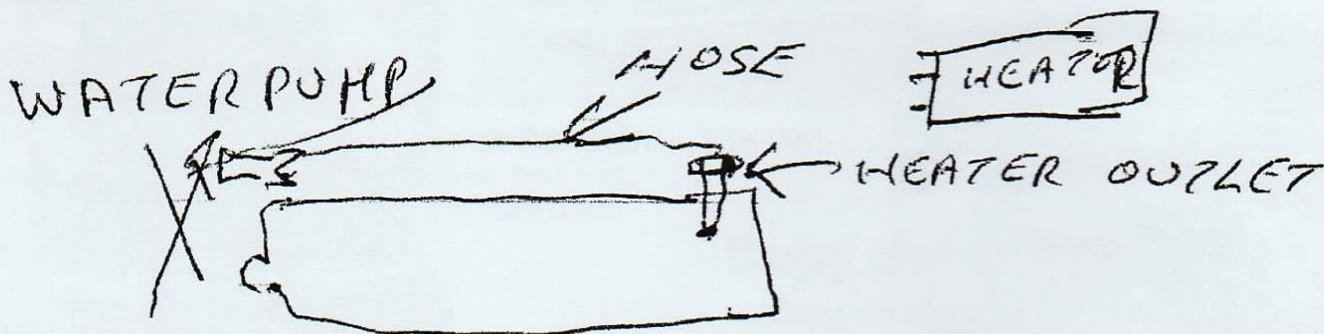
*Letters
... and E-mails*

Fitting an alternative temperature gauge

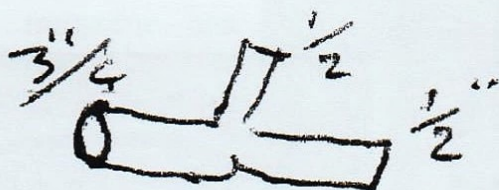
Dear John (Gogay),

I am enclosing a rough sketch of my own version of a temperature gauge for the Mayflower. I have a vague memory of trying to remove capillary tubes from Commer vans of a another era! The whole lot just twisted around. So if I removed the head again I would not have to play around with the capillary tube.

My own heater must have had a leak because the previous owner had by-passed it from the cylinder head outlet to the water pump.



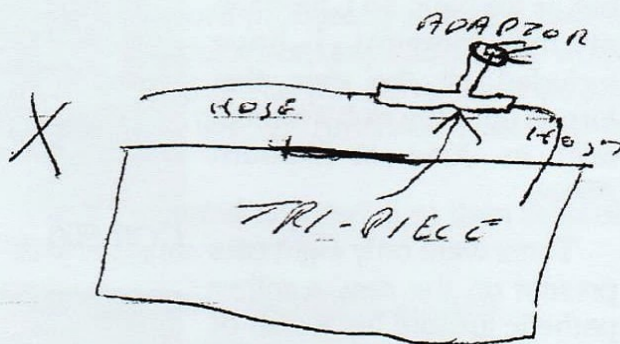
So here we go: get a copper tri-piece $\frac{1}{2}$ " x $\frac{1}{2}$ " x $\frac{3}{4}$ " from a plumber supplier and about 6" of $\frac{1}{2}$ " copper tube.



Cut the copper tube to a suitable length to allow for heater hose connection. Solder copper pipes into the $\frac{1}{2}$ " connections on the tri-piece.

Acquire from a local motor factor a temperature gauge with a capillary tube. These generally come with a brass adaptor $\frac{3}{4}$ ". Apply solder to the external thread of the adaptor and fit to the tri-piece and sweat the adaptor in position.

You can now fit the temperature gauge. Having cut the heater hose you can secure the two ends of the heater hose to the two $\frac{1}{2}$ " connections of the tri-piece. This fitting cannot be as accurate as the original.



The advantage of this method is that if you need to remove the cylinder head you need only open the heater hose connection and by removing the hose you also remove the caillary tube as it is connected onto the hose via the tri-piece.

I have checked with a multi-meter which has a temperature probe. The difference between the external temperature of the tri-piece and the water in the top of the radiator is about 5 degrees C, so it is not too far out.

Costings for the project were: tri-piece, 4 euros; copper pipe, not very much; temperature gauge, 27 euros; cost of soldering, do it yourself.

It may be a possibility that the thread on new gauge fits on to the original adaptor, you never know you luck!!

Hope this is legible, and no! I do not expect the "Nobel" prize for this.

*All the best, Harry Mulcahy (1032)
Cousane, Kealkill, Bantry
Co. Cork, Ireland*

Letters

Still on the spit

Dear John,

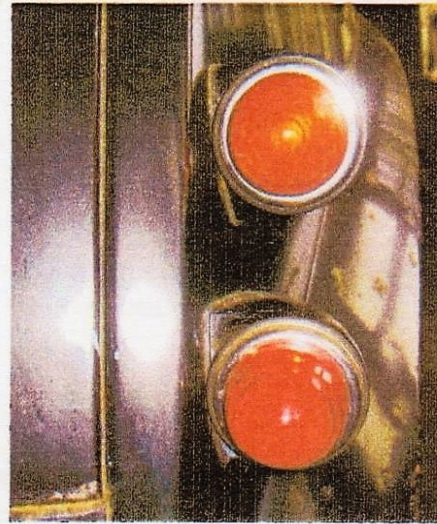
It was nice to speak to you and Joan the other day. Happy to hear that the both of you are doing fine. I enjoyed receiving the latest issue of *Flower Power*. The photos and articles are excellent.

My Flower is still on the spit but will soon be coming off for painting and reassembly. Weld repairs to the lower bodywork are complete and some minor filling and sanding remains.

The bottom side has been painted, suspension installed, as are the brake and fuel lines. I used copper-nickel (Cunifer) for the brake lines. This material is easier to form than steel and it won't rust.

The enclosed picture shows my engine and transmission that is awaiting installation. I appreciate the fine work you have been doing with the club magazine and the new spares.

Sincerely, Wally Wolentarski (93)
Old Hickory, TN 37138, USA



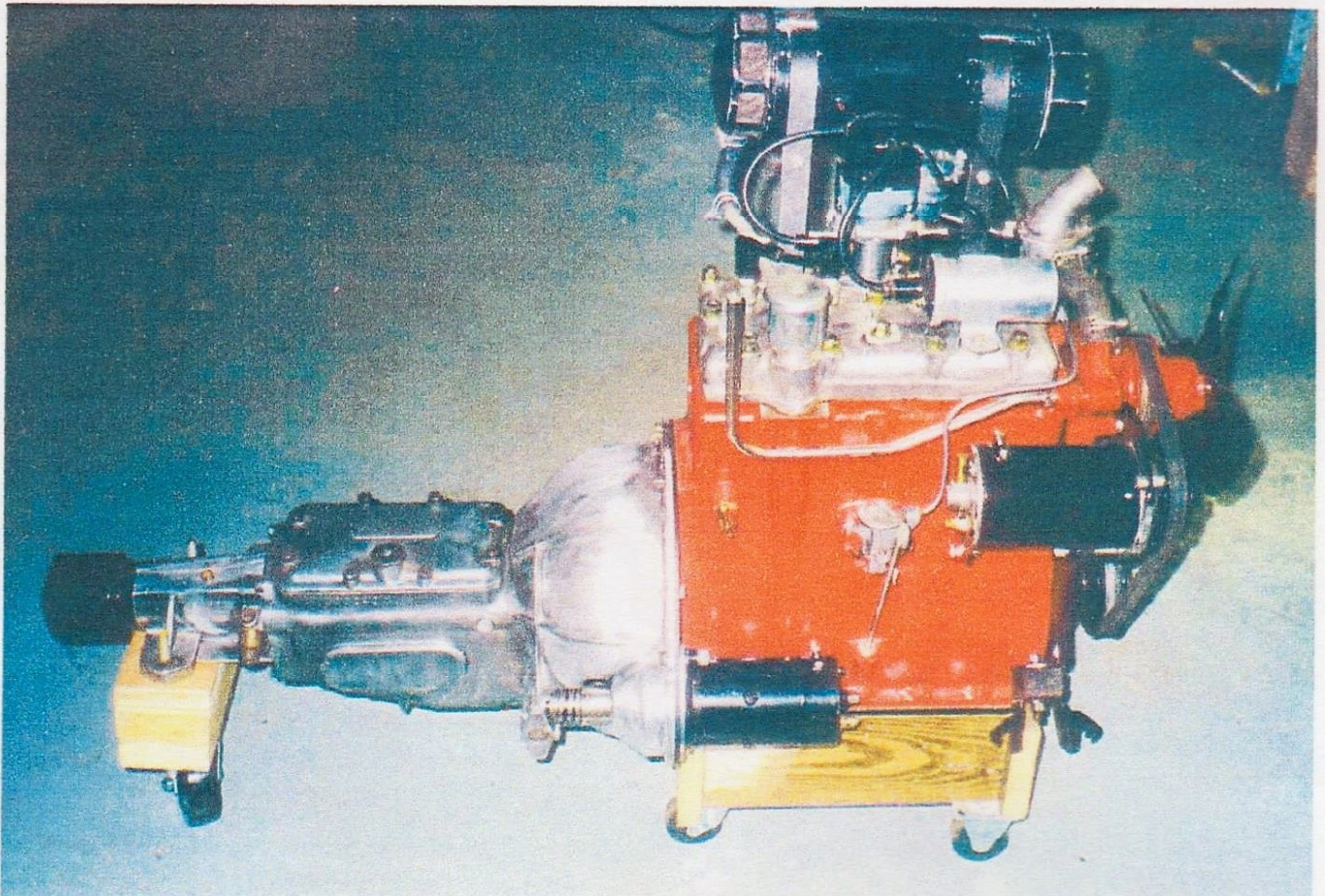
Newly installed indicator pod on the rear of Michael's Mayflower

If indicators were around!

Hi Phil,

Just printed a few photos off. I would like to think that if flashing indicators were around in the 1950s Triumph would have fitted them the same way. The roof lining is now fitted and the damage around the rear window and boot restored.

*Regards, Michael Davidson (1031)
Helston, Truro*



Wally's very smart looking power unit

*Letters
... and E-mails*

Early model for sale in USA

Good afternoon,

Although it's evening in the UK, I guess. Mayflowers being as rare as they are, I thought I would alert your club to a Mayflower for sale here in the USA. If I had more garage space I'd be interested myself but the wife would squelch the idea in any case!

The car was advertised today in a local newspaper as follows: Triumph Mayflower 1949. Black. \$2,500 (US dollars). telephone 423-488-7324.

The location is in the Chattanooga Tennessee area. I have no other information, but any Mayflower (in my humble opinion) is worth at least being used for parts, if nothing else. Perhaps you even have a member here that would be interested.

*Thank you, Nile J. Limbaugh
La Fayette, Georgia, USA*

I don't know whether this is still available but it might be worth a contact. -- Ed

A Mayflower free for collection

Dear Sir,

We have a Triumph Mayflower which has been standing in our garage since the early 1970s when it was road worthy, we would be happy to see it go to a club member for parts or renovation, preferably, free for collection. It is located in Hastings, East Sussex.

*Hoping this is of interest,
Graham Burley
07814 023161*

Where are you?

Hi Phil,

Just seen your request in the *Flower Power* asking for information on WMC 886.

I have recently compiled from several different sources a list of all the cars plus owners that have ever been registered with the Mayflower Club since 1974. The list is about 95 per cent complete, some information having gone astray over the years.

Sorry to say WMC 886 is not amongst them. Worth asking though.

*Good luck, Eddie Copson
Rally Secretary*

Can we please revive Flowerman

Dear all,

I have an item for consideration for the next issue. The section "Flowerman" - was intended to collect all enquiries into one area with question and answer in the same magazine by sending out the enquiry to the technical officers for their perusal and consideration and technical advice, they in turn would put the whole article in the magazine.

We are now back to the situation where we have questions in *Flower Power* from relatively new members that are unanswered and will remain unanswered because there is no way of contacting them unless it is in the next magazine which is in three months time and going by the past 20 years will not happen.

Can we please revive "Flowerman" (corny I know) or just have a "ask the Technical team" section to address the above, I think it will make a good and popular inclusion.

This is purely an observation to improve our services (and magazine) to our members and not a personal criticism.

*Regards, Howard Pryor
Vice Chairman*

Letters**New home**

Dear John (Oaker),

My name is Alan Gibson and I have recently purchased a Mayflower in very good condition (see photos). It is a 1952 model, body number 11030 and number on the compliance plate is TT13603DI.

I have down loaded your information and write this letter hoping for some feedback (hopefully this will help you too).

I remember back in the 1950s some friends of ours had a Mayflower and the name always stuck in the back of my mind. However, you never see them on the road.

I found this one 20 km from my home (at Rosedale), it was a local car and owned by a family since new and registered until 1977. It had a tag on the keys with RACV membership for 27 consecutive years.

The car must have been in storage until now. I am presently restoring it. The engine is out and I am doing a bare metal reconstruction. I have the primer on it and it looks great. The interior is in excellent condition.

I will be needing some parts in the future so I would appreciate a contact please.

Not long after I purchased my Mayflower I was talking to one of my best mates and to my surprise he said that his first car was a Mayflower.

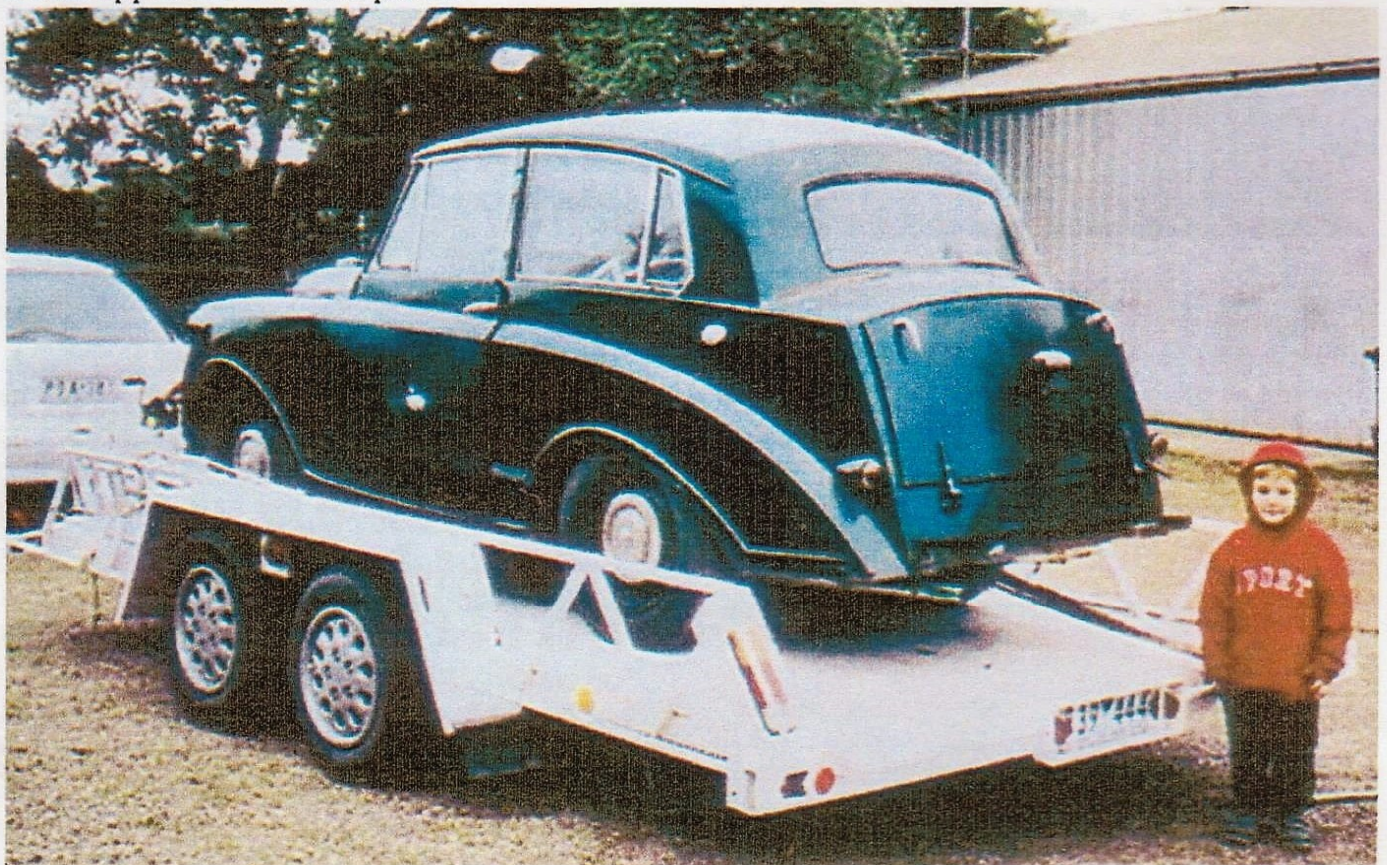
He bought it for \$60 and sold it some time later for \$40. I have included an old black and white photo of it.

I appreciate reading about the Mayflower on your website, the pictures look great.

Many thanks, Alan Gibson
30 Airfield Road, Traralgon 3844
Victoria, Australia



Alan's friends car (above) from the \$60 era and below his new arrival



Another Mayflower back on the road

by Phil Benson

WELL, HAVING TAKEN on a part stripped down car about 13 or 14 years ago, the end came in quite a rush. As 2008 started, our house move was just a few months away. The car had no doors, windows, bonnet, boot, trim or seats.

The suspension, brakes, wiring were all in and working and the rebuilt engine and the gearbox were back in and running but needed the usual tweaking of the carburettor and the timing setting up.

The decision was taken. I would get the car finished, pass the MoT and drive the car from Surrey to Preston, some 250 miles, in advance of the house move.

First off I tweaked the engine and got it running sweet enough in the garage.

Then it was time to have another go at those rear windows again. I rebuilt the frames from two sets of windows even making up some of those tiny little brackets and tapping the holes in them not too bad if you have the old one to make a copy from and you take your time.

Worst part is working on the small stuff. As I've got older my eyesight has moved further toward being long-sighted and the small close work stuff is more problematical than it used to be.

Anyway eventually I had two nice shiny window frames ready to go back in. One more attempt at making up new rubbers from the coiled lengths supplied by John Gogay. There was a curve to the rubber and I struggled to get it to glue. Together.

I tried more makes of glue than I knew existed at the start of the year. All to no avail. In the end I decided to reuse the old ones. A bit of cleaning up, a bit of cluing them up where they had split, using superglue and they did not look too bad.

A final clean up with black shoe polish and they were ready to go in. I don't have many friends or family down in Surrey and so most of the time I have to work alone. I have to think jobs through before I start to work out how to do them single-handed.

In the end I made use of several pieces of wood, some old towels and some wood-working clamps to get the frames into the windows. The boot and bonnet are not too bad to do on your own and so they went back next. Wow it almost looks like a car again.

How can I get the doors back on my own?

I thought about this for a long time. A cunning plan came to mind.

First, put the hinges on to the car 'A' post.

Now put a stud into the door just where the bolts will go into the top hinge.

I carried the door to the car and my wife, Celia, was kind enough to hold the hinge while I pushed the stud into the hinge and then the stud can be used to carry some of the weight of the door, while Celia puts in a couple of bolts finger tight.

One into the top hinge and one into the lower hinge. After that it is a doddle, tighten up the bolts put in the other bolts, take out the stud and replace it with the last bolt. Now all you



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have to do is tighten up and adjust the door gaps.

Now is the time for the usual broken finger nails, scratched hands etc, as the innards of the door are fiddled back in.

This car is one of the early ones. It has the early locks and push down handles. I had lost the catch plates, the only parts to go astray - so I had to make some up. I looked at Maurice Wilkes' car at the annual rally. His is an early one too - and I saw what they looked like and just used some aluminium angle to make some temporary ones. They worked well enough to keep the doors closed anyway.

My thoughts turned to the windscreen. I had a new rubber seal that I had bought from the club some time before. It came out of the box with French chalk on it looking to be in 'as new' condition.

Was I ready to tackle this myself. I chickened out decided not to as getting it wrong was not an option. I rang a few local windscreen companies and eventually one chap said he did classic cars and would give it a go.

He came along and spent about an hour or so drinking tea while he mitred the rubber seal and fitted and glued it on to the windscreen glass. He said he would come back in a few days when it had cured to fit it. He told me afterwards he expected it to take him about 20 minutes to pop it in.

In the event it was very tight, the rubber had lost a bit of flexibility due to the time I had kept it and he finished up having to take a few thou off with a Stanley knife /scalpel blade to get it in. He was there for well over two hours and really worked hard for his fee. I kept him supplied with tea and gave him a bit extra for sorting it out for me.

Now it really looked like a car again. I put the chrome windscreen trim back on and the wiper blades and booked the MoT. My local garage man booked me in and agreed to give the car a good check over and double check the timing, petrol mixture, re-grease everything and make sure I was safe to be on the road again.

I set off for the test. The garage is only about four miles away. Nearly there and I start to get a trail of smoke behind me. Is it smoke? Is it steam? Oil and temperature gauges look okay, so I decide to press on.

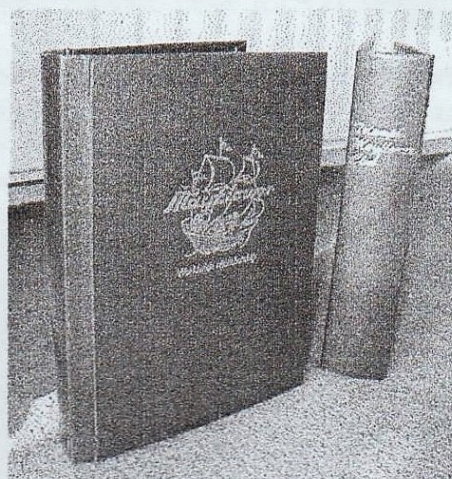
As I pull up on the forecourt and get out I can see that I'm losing oil from somewhere, nice trail of drips behind the car showing where I had come from! It turned out that the oil pressure pipe from the engine block to the body had survived and seemed to be okay, while I was running the engine on little more than tick-over in the garage at home but had blown out as soon as the car was running a little faster and under a load.

Fortunately I had another one at home. I went back for it and a few days later was able to go back to the garage and pick the car up with a nice clean MoT.

Was I able to drive the Mayflower from Surrey up to Preston before I moved house?

Yes, of course I did. But that's another story!

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Anyone care to make a comment?

by John Gogay

THE FOLLOWING is part of an article written by James May in the *Telegraph Motoring* column on September 6 and refers to a poll taken of the ugliest 100 cars.

"This brings me to last week's poll of the 100 ugliest cars of all time, as decreed by you, the lantern-jawed and swan-necked readers of *Telegraph Motoring*. I need to have a bit of a word with you about this one.

To begin with, I think the compiler, Simon Arron, might have a point, in that some of the nominations are present in the '100 ugliest' list because their unreliability or unusability have become lodged in the conscience as an ugly memory, rather than because they were physically ugly.

The Austin Princess (and even its revamp as the Ambassador) was not an unpleasant-looking car. It was terrible and you wouldn't want to spend your life with it but you wouldn't kick it out of bed.

This accounts for the easy targets — Morris Marina, Austin Allegro, Triumph TR7, Jaguar XJS and so on — and possibly for the Lada 1200. As a Fiat, this was rather elegant. It's merely the association with the British Communist movement and cheapskatery in general that makes Ivan's version seem unsavoury. And thanks for putting my Porsche on the shortlist, by the way.

Other dishonourable mentions on the chart are less easy to explain, however. The Renault 4 is not ugly. It is fun to be with. The Rolls-Royce Camargue is not ugly, either. It has presence, like that pugfaced but well-dressed bloke down the pub. The Aston Martin Lagonda and the BMW 6 series are 'striking' — a euphemism when applied to your best friend's wife or husband but a compliment here — and the Citroën Ami 8 has 'very expressive features', ie a face like a box of frogs. But it's better than being ordinary.

In fact, you've put some of my favourite cars in this thing, including the Alfa Romeo SZ, you Philistines. Have you looked in the back of your passport recently? You think this is funny

looking? And what's with the Datsun 120Y? I've just bought one of those.

Apart from anything else, the world's ugliest car is conspicuously absent from the pages of last week's *Motoring* section. I've played this game myself for many years, poring over the big book of cars and compiling lists of my own. And I'm pretty confident in saying that the ugliest car ever to sneak off a sketch pad when no one with taste or discretion was looking was the 1949 Triumph Mayflower.

The Ford Edsel had an unfortunate nose and the AMC Pacer had an unfortunate backside. But the Mayflower was ugly to its roots. Look at it, if you can bear to. Its details are ugly, its overall proportions are ugly, its very concept — as a car to appeal to Americans who believed they were directly descended from the Pilgrim Fathers — makes one shudder. I've never driven one but I'm fairly confident it doesn't have an interesting personality, either."

I am sure after reading the previous paragraphs there must be someone out there reaching for pen and paper!!

WANTED

**CHAIRMAN
RALLY SECRETARY &
MAGAZINE EDITOR**

The above positions need to be filled urgently. This club will only survive if the membership takes a more involved attitude. There must be many members out there quite capable of taking up one of these vacancies. So come along, come and get involved.

Rally report

by Ed Copson

MANY THANKS to those members who turned up for the rally at Woburn Abbey on Saturday and Sunday, June 14 and 15. I can say that despite only eight Mayflowers being there all had an enjoyable day.

Several other members turned up without their Mayflowers for a variety of reasons ranging from the distance needed to travel, to repairs and restoration still ongoing. I have to admit that booking this rally last year the fact that it coincided with Father's Day never even entered my head which was another reason for a below par attendance. I have to apologise for that one. I suppose rising petrol prices are not helping either.

Our Triumph Roadster colleagues were also 50 per cent down on attendance this year. Having said all that, the weather this year was kind to us, unlike last year's wash out when it rained for weeks.

Owing of the distance I had to travel and the amount of gear I had to carry I was not able to take my 'Flower, so I arrived at 8.00 am at Woburn long before the general public. Driving into the Abbey I don't think I have ever seen so many deer so close up before, you could see it in their forlorn faces thinking "the rabble are arriving again in our park".

We purposely chose a site that was a harder standing surface this year just in case it rained, this in itself posed a problem, we could not drive the guy rope pegs into the ground to hold



One of the most popular awards of the day, that of the Chairman's Cup being given to Peter Benfield

the tents steady, so we had to rely on lady luck and hope the wind did not blow too strong.

It was worth it as the scenery across the valley and lake was superb. Several members visited the antiques centre and restaurant on site, although I don't think many antiques were purchased (a bit out of my league).

The Mayflowers that did turn up were as follows: **Malcolm Barnsley, LKV 558** — Malcolm made the 200 mile round trip from Aylesford in Kent with his wife Phyllis in the car he has owned now for 30 years. He did



A general view of the cars with bonnets up awaiting inspection from the judges



The main gazebo area

encounter a little problem with the flexible oil pipe bursting on the way. "Smoke everywhere," he told me, "all over the hot exhaust pipe." Whilst trying to think what to do an elderly gentleman walked up to him and said: "I used to work on old cars, steam engines, etc and what we did was get a bit of aluminium foil and block the hole up, that will stop it."

So taking his advice Malcolm popped into a shop purchased a aluminium kitchen roll, disconnected the pipe, blocked the hole up and bingo arrived at the rally and won the best car award. We learn something every day.

Ian Richie, 740 XUA — Ian bought his car from our treasurer, Phil Benson, 18 months

ago. He has been extremely busy working his way through restoring it. Some of the work he has done includes: new distributor, starter motor, water pump, oil seals and bearing to rear axle, timing chain, new battery and dynamo.

He hopes to start on the bodywork soon. Ian's reward was for the longest distance travelled to the rally, which was from Eye in Suffolk, a distance of 128 miles (this does not include the 20 miles when he got lost). Ian also owns a Morris Minor.

Ron Hart, CGR 850 — By comparison Ron was local, only having to travel 30 miles to the rally, so had no problems getting there. Ron has owned his car for just 16 months but has



Concours and Top Five Award winners: Alan Holford; John Gogay; Paul Norton; Malcolm Barnsley (Concours); Maurice Wilkes; and Ron Hart

some rust problems to sort out. Ron's car used to be owned by one of our earlier members, John Burgess of Northumberland.

John Gogay, PMV 97 — John as we all know is our spares secretary and assists in the production of *Flower Power*. John's car is the sort we would all like to own, it's in superb condition and most reliable. I do know that at one time he thought he had a cracked block seeping water, which turned out to be the bypass tube, what a relief that must have been.

Alan Holford, JWV 612 — Alan and his wife Alice have owned their car for three years now. He has just overcome some suspension problems replacing the upper fulcrum bushes and rear wheel bearings. Thankfully no problems with the 80 mile journey to the rally.

Brian Barker, VFF 517 — Brian has owned his car for 10 years now so I'm sure he knows it well. When he arrived at the rally having covered 100 miles he donned his overalls and climbed underneath to tighten a loose starter motor. Sadly this was not the only days problem for Brian as he had some concerns with the return journey home, a noise from the engine developed which leads him to suspect a piston problem. Good luck with that one Brian.



Receiving the Achievement Shield is the Spares Secretary, John Gogay

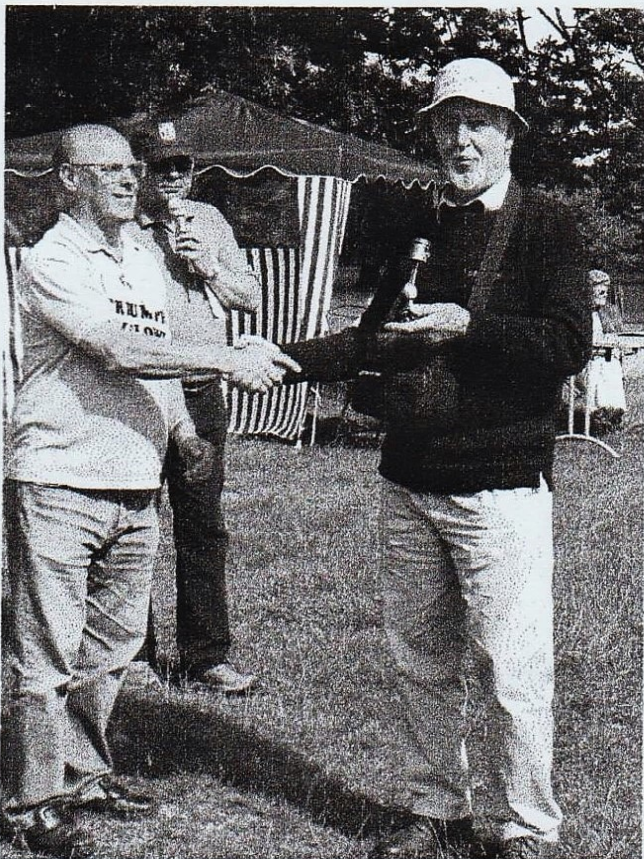
Paul Norton, HTH 719 — Paul's is another car you would like to own but after 23 years I can't see him ever being parted from it. It is in superb condition, he says it needs a respray but I am not so sure. He covered the 83 miles to the rally with no problem at all.

Maurice Wilkes, HCR 817 — Maurice and his wife had a good journey to the rally but by contrast had an eventful one travelling the 100 miles back home. Maurice left the rally having enjoyed the day at Woburn but experienced a misfiring travelling along the M1 motorway. My wife and I had to travel the same way back and spotted them on the hard shoulder with the bonnet up.

Fortunately we were only a mile from the next exit and so with my hazard lights flashing behind him we limped to the next exit. The problem was we thought in the fuel system so tried cleaning the jets but for some reason the carburettor started to flood with petrol all over the place.

Fortunately Maurice was in a breakdown club so they eventually arrived home safe and sound in a truck with 'Flower on the back.

There were six visiting classic cars, five Triumphs and an MG which was awarded best visiting classic award.



Ian Richie receiving the Distance Award

The results of the Concourse judging and awards organised by Howard Pryor were as follows: Concourse winner Malcolm Barnsley, LKV 558; Top Five (in no particular order) were: John Gogay, PMV 97; Paul Norton, HTH 719; Maurice Wilkes, HCR 817; Alan Holford, JWV 612; Ron Hart, CGR 850.

Distance Award was achieved by Ian Richie, 740 XUA, who travelled a total of 128 miles.

Chairman's Cup was awarded to Peter Benfield (retired Chairman) for his sterling work as chairman.

Achievement Shield was awarded to John Gogay who has been our Spares Secretary for over 25 years.

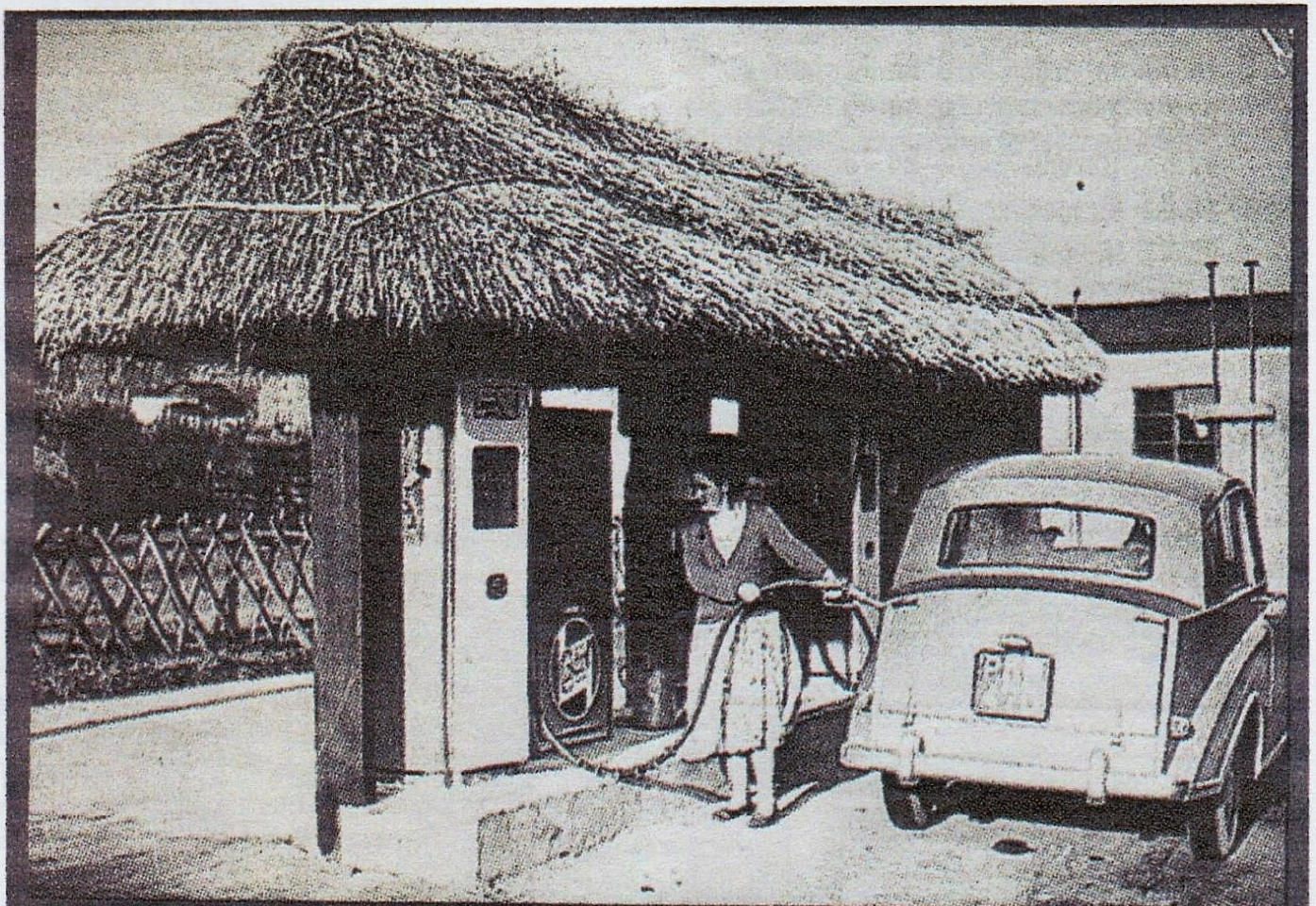
Fred Newman did an excellent job, as usual, selling Mayflower Club regalia and numerous secondhand spares.

Many thanks once again to Eric Partridge for organising and donating the coasters for the rally.



Best Visiting Classic winner

Finally, our thanks go to Bob Wyatt and Bob Fitsall of the Roadsters for allowing us to share their rally day. Also to the three ladies serving the tea and selling raffle tickets on the day, Phyllis Newman, Sue Benfield and my better half Julie.



Denton, Kent, 1952. Triumph Mayflower

On the day of our rally this picture appeared in the "Mail on Sunday". Looks like PKM 470, I wonder if it's still around!

Welcome to the club ...



1065 Martin Reilly, Commons Cross, Dromishin, Dundalk, company Louth, Eire



A VERY WARM welcome to the club to both these new members who have recently joined the club and sent in pictures of their cars along with their membership forms.

As a thank you we decided to publish them and hopefully make it a regular feature.

The first two pictures are from Martin Reilly, member number 1065 from Dundalk in Eire.

It looks like he has quite a bit of cleaning and polishing to do in the coming months but I'll bet he will enjoy every minute of it.

1066 Mac Wilds, Samuel's Rest, Upper Church Road, Shedfield, Southampton SO32 2JB

The next two pictures are from Mac Wilds, member 1066 from Southampton. His car seems to be in running order but I expect he too will be enjoying a spot of cleaning and polishing with the aim of joining in next year's rally.



Preparations for next years rally

by Ed Copson, Rally Secretary

HI FOLKS, well, 2008 rally is finished, some members having a good time whilst others a torrid one.

In my role as Rally Secretary I have been busy with our colleague Bob Wyatt of the Roadsters looking to next years rally.

We went the other week and had a look at Coughton Court a National Trust place, which was excellent for our needs but would only hold a classic car rally next year on one date which they would not budge from, you guessed it, Father's Day June 14. so that was a no no

Our next port of call was Ragley Hall near Alcester. This proved to be a winner excellent site, scenery beautiful and a good deal on entry. More details to follow.

Our big problem of course is finding a hotel that has not been booked up to two years in advance by weddings, has facilities for 50 diners, serves excellent food, has 20 rooms they will hold for us at a good rate, has secure parking and is close to Ragley Hall.

Honiley Court

We came up with the hotel we have used twice before, Honiley Court. Details on this to follow.

I propose therefore: Saturday, June 20, 2009, Honiley Court Hotel; and Sunday, June 21, Ragley Hall.

As a committee we need to give this the a seal of approval or say no and look elsewhere.

The Roadsters have just said okay to it so it is now down to us. We probably do not need to make a firm decision until the Planning Meeting in November.

Before coming to a decision I feel I must forewarn the Committee of my future intentions. I will not be a Mayflower owner after the summer as I intend to pass my car to another member of my family and I feel the time has come for me to move on. I will therefore not be offering myself up for re-election at the AGM.

As Rally Secretary I will, if the committee agree, continue to organise next years rally in conjunction with the Roadsters. However, I have a feeling some members may wish to take the club in a different direction and maybe share with another club or even rally on our own.

The reason I am saying this now is for the person taking over from me can influence any decisions made for June next year.

Regards to all.

WINDSCREEN & REAR WINDOW RUBBERS

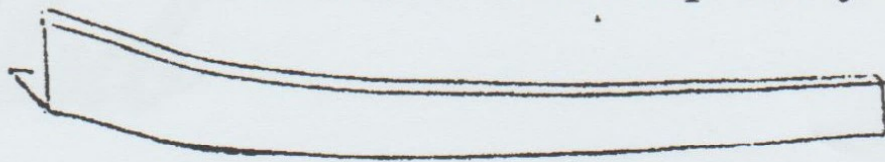
The Front Windscreen (900087) and Rear Window (900081/800262) rubbers are being remanufactured and should be ready in early December. Prices will be slightly more than at present

SPARE PARTS AVAILABILITY

During October and November the spares service will not be available but if you have an urgent problem please contact Howard Pryor who may be able to help

Classic Car Sills

Parts for the Triumph Mayflower



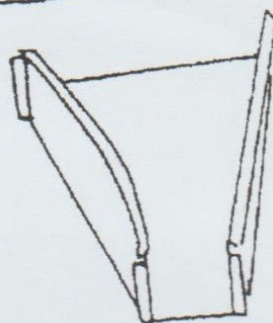
SILL £20.00



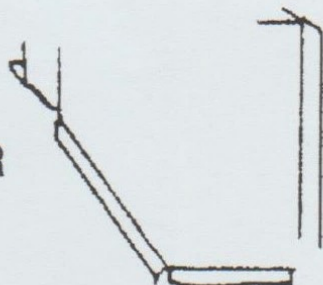
FRONT
APRON £45.00



INNER
SILL £6.00

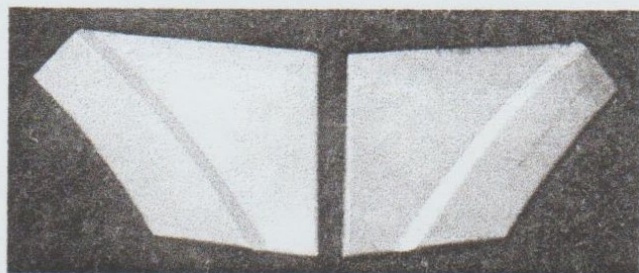
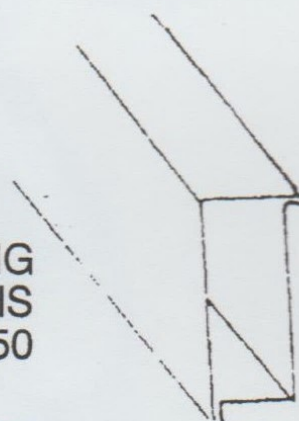


OUTRIGGER
£7.50

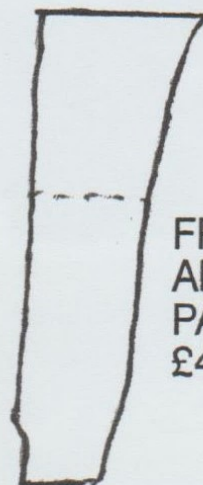


OUTRIGGER
£7.50

REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

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

Classic CAT Mills

Parts for the Triumph Daytona

REAR SPRING
CHASSIS

REAR SPRING
CHASSIS

REAR SPRING
CHASSIS