

Triumph  
Mayflower  
Club



Worldwide Membership

SUMMER ISSUE 2013 No. 145

**TRIUMPH  
MAYFLOWER  
NATIONAL RALLY**

**to be held at**

**Rockingham Castle, Rockingham  
near Market Harborough  
Leicestershire LE16 8TH**

**on**

**SUNDAY JUNE 23**

**Commencing at 11.00 am - Judging begins at 12 noon**

**FLOWER POWER**



# THE TRIUMPH MAYFLOWER CLUB

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*Please note that from 1st October 2012 Brian Redshaw will be taking on the office of  
New Spares Secretary and so will be responsible for all spare parts  
Please check Flower Power or the club's website for any updates with regard to this changeover*

*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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## **ANNOUNCING OUR 19th RIPON CLASSIC CAR GATHERING**

**TO BE HELD AT**

**RIPON RACE COURSE  
ON 28th JULY 2013**

*Entry Passes may be obtained from Peter Benfield 01609 761260*



# Editorial

Dear club members,

Many thanks for your contributions that we received during the last few months. Great to see that you have found some time to write down your experiences with your Mayflowers!

I have received a request from Russ Hoenig to add our members e-mail addresses to the articles so you can reply to the articles. I will add the e-mail addresses whenever possible or available.

Please always send me a cc when using e-mail to reply to articles in this magazine so I might be able to create an article out of your conversations.

Next to the above Russ also provided us with an interesting article on the rebound cables in our Mayflower's front suspension. Russ: thanks again for all your contributions!

Also in this magazine, amongst others, you will also find a very interesting article on the "Trials and Tribulations of Little Neil" by Chad Brown and articles on the repair, sale and amazing trip to the new home of Phil Benson's Mayflower.

During the "summer" I will try to overhaul my Mayflower's gearbox and prop shaft because of the unhealthy noise they are starting to make. Hopefully I will be able to write an article for the next magazine on the positive results!

I very much hope that you will enjoy this magazine, please keep on writing and happy Mayflowering!

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1; December 1; and March 1 2014. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

## Welcome

On behalf of the club, welcome and happy Mayflowering to our new members:

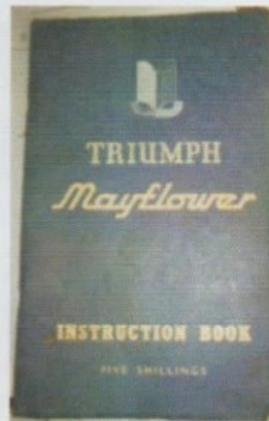
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Due to the new data protection regulations (GDPR), this item is not currently available.

## Instruction Handbook



Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

## STOP PRESS:

## Rally News

The club is pleased to announce that "The Triumph Mayflower Club Rally 2013" will be held in the grounds of Rockingham Castle, Rockingham, near Market Harborough, Leicestershire LE16 8TH on **Sunday, June 23, 2013.**

**Please note that this is a change to the date published in the last issue *Flower Power*, Spring issue, No 144.**

Details of the venue can be found at [www.rockinghamcastle.com](http://www.rockinghamcastle.com)

## CLUB SUBSCRIPTIONS

If you have not yet paid your subscription for the Year ending March 31 2014 please do so as soon as possible

Please send your cheque for £25 to John Oaker

(US members may send \$43.00, made payable to John Gogay, who will pass it on)



# The trials and tribulations of Little Nell

(created by Charles Dickens' Olde Curiosity Shop)

**By Chad Brown**

ON JUNE 15, 2013, I will have had my Triumph Mayflower for two years. It feels like four!

The Mayflower was the first car I ever owned, bought for £25, and so there is the nostalgia for many years of happy motoring. She was advertised on e-bay and described as "no welding ever done or required, stored in barn for 35 years by owner who had it from new, re-furb cylinder head and gaskets, new radiator core, all new brakes and cylinders, all new brake pipes and flexi hoses, parked up in 1977 until 2010, minor cosmetics only and a damn good clean will see this car right for the next 50 years".

The photographs were superb, rather like seeing the Royal Albert Hall on television when its obvious need of re-decoration is not obvious. On collection I was just a little disappointed with its condition and found that the horn didn't work, one of the trafficators had no light and the lefthand headlight didn't function.

But it had just passed its MoT, carried out by the seller who used to be in the business. He might have cleaned up the bird droppings off the left wing and he needed to be prompted to put a little fuel in the tank. Such was my eagerness to purchase the vehicle that I could not wait for the auction and gave £3000 on the "buy it now" system.

*Little Nell* by the way died in Shropshire, there is a grave marking her spot, despite the pleadings of the American reading public who demanded "Little Nell must not die".

The seller assured me he had been using the car and driving her back to the Midlands would be no trouble. The next day 15 miles down the road near Selby the bonnet flew up into the windscreen. This was the first breakdown call out!

I nursed it back into position and despite rain in Doncaster with windscreen wipers that didn't touch the windscreen we approached the outskirts of Nottingham when it failed

again! Second breakdown call out.

The problem was a failure of the fuel pump so the remainder of the journey was completed on the back of a breakdown truck.

My efforts to get it examined by a local MoT garage on the basis of a complaint to the Vosa failed when their towing vehicle broke down and I eventually ran out of time for a complaint. This same garage also failed miserably to be able to get her going and left her out on what was the wettest weekend for many, many months. Even the door was left open!

Then I discovered the Triumph Mayflower Club and the then Vice-Chairman, John Castle, living quite locally. He made a recommended a garage called ACR (all cars repaired) in Hinkley.

They had *Little Nell* under cover and in intensive care for nearly 12 months and rebuilt the then seized-up engine. They continue to maintain her and I also think that I am the best customer of our club's parts service.

As the photograph genuinely testifies she has recovered. There are more tales to follow but let this be a warning of how not to buy a Triumph Mayflower.

*Little Nell* has not died, at least not completely. And that is how I became Vice-Chairman when John Castle moved on to be our Chairman and am now understudy to become Rally Secretary.

## TAIL LIGHT



MODEL 488

Available  
from:  
Spares  
Secretary



# A Triumph of breakdown and recovery in 2012

by **Phil Benson**

A BREAKDOWN with a sudden clutch failure prevented me from getting my car to Broughton Castle for last year's annual rally. I had gone almost 130 miles from home and was nearing Banbury on the motorway when a tinkling sound started coming from under the dashboard.

I carried on as I was so close but within five or six miles the car lost all power (the clutch lining had broken completely in the centre). I was just two miles short of the turn-off to the rally venue.

I called out the RAC and the man who came out in his orange van said that it was a "tow-it-home" case. He said he would have to call out a recovery truck to take me home.

Within an hour a recovery truck arrived and the car was carefully winched onto it and we set off home having to go right around a roundabout in Banbury before setting off back up the motorway to Preston.

We were making very good progress but on route various conversations took place on the phone between RAC Control and my driver. It transpired that a recovery truck from Carlisle with a high-powered motorbike loaded up on it was heading south to Redditch at the same time as we were heading north to Preston on the M6.

We were due to pass each other by in less than half an hour. So, half way to my home we pulled off the motorway and met up with the other truck at a service area. The two trucks took less than 20 minutes to swap loads while I had a toilet break and then we all set off again.

I'm sure that I got home in less time than I had spent driving the Mayflower on the way down. If anyone needs a good reference for the RAC then I'm more than happy to oblige. They were brilliant! Guess what, the motor-bike was a Triumph!

During the summer I then spent a weekend or two in taking the gearbox out to change the clutch lining and then putting it all together again. I had acquired a couple of new clutch linings somewhere along the line and probably at an autojumble I had come across a brand new but cheap clutch pressure plate.

I thought that replacing the pressure plate at the same time as the lining would be a wise move so that's what I did. I also changed the bronze bush in the centre of the flywheel. I suspected this was the root cause of the clutch lining failure.

Once the new clutch was installed I adjusted the pedal linkages and clutch adjustment up and started using the car again. However, I could never quite get the car to behave perfectly. Either the clutch was too fierce and juddered, or, even worse, it was difficult to engage a gear once everything had warmed up.

After several months wasted through trying to readjust everything again and again and doing many failing trial runs I decided that I would sell the car.

Then I decided that the problem was not going to defeat me and I spent lots of time on the telephone as I consulted with the club's Technical Officers and other knowledgeable friends within the club.

I received lots of advice, some suggesting that the release bearing was duff or that the clutch lining was at fault. Luckily, the majority were convinced that the release bearing and clutch lining were both okay but that the (new?) pressure plate was at fault.

## **Gearbox out again!**

Yet again, the gearbox came out. This involves taking off the battery leads, removing the starter motor, draining the oil from the gearbox, removing the speedometer drive cable, removing the gear change linkages and clutch pedal linkages, undoing the prop shaft at the rear, supporting the gearbox on a jack, undoing all the bolts holding the gearbox to the engine plate, removing the rear gearbox mounting and the propshaft and then easing out the gearbox from the flywheel while lowering it to the ground.

It takes five minutes to write that up but about five hours solid work to turn it from words to deeds. Once the gearbox was out I could remove the pressure plate and see that the

**continued on Page 5**



# A whale of a tale of a sale and sail . . .

**by Phil Benson**

ONCE THE DECISION was made to sell my Mayflower I contacted John Oaker, the club membership secretary. He usually knows if anyone in the club is selling a car or if a new member or a prospective member wants to buy a car and is looking for a Mayflower.

About a month or so later John forwarded me an e-mail from Werner Wotke in Hamburg, Germany, who was thinking of buying a Mayflower. He had owned one a long time ago when he had been living in England and wanted to be another nostalgic I guess.

I contacted Werner by e-mail telling him about my car and we exchanged many e-mails and photographs over the next few weeks. Werner was becoming seriously interested in the car and suggested that he fly to England, drive the car from Preston to Hull, take the ferry from Hull to Rotterdam and then drive from Rotterdam to Hamburg.

This is a trip of about 160 miles in England and 500 miles or so in Germany.

I pointed out to him that the car was over 60 years old and such a journey required lots of planning, lots of spares, and lots of confidence in the vehicle. I suggested he contact one or two members of the club who have undertaken long journeys in Mayflowers in recent times.

Werner came back to me a few days later with a different plan. He had identified a ferry company that operated from several European ports over to the USA via Liverpool and return.

The ships operated into Antwerp, Hamburg and Gothenburg on mainland Europe. He asked me if I would be able to deliver the car to Liverpool docks from where he would have the car ferried over to Hamburg and then he would pick up the car at the docks and would have only a short drive home.



*At Seaforth Dock waiting to go onto the Ro-Ro ferry*



## FLOWER POWER

This appeared to be a much better plan and I agreed to take the car to Liverpool if he could arrange everything from there onwards

We agreed our final details and I started going through my garage and spare room to identify those manuals, brochures, spares, etc and began to make up some parcels that would accompany the car in the boot.

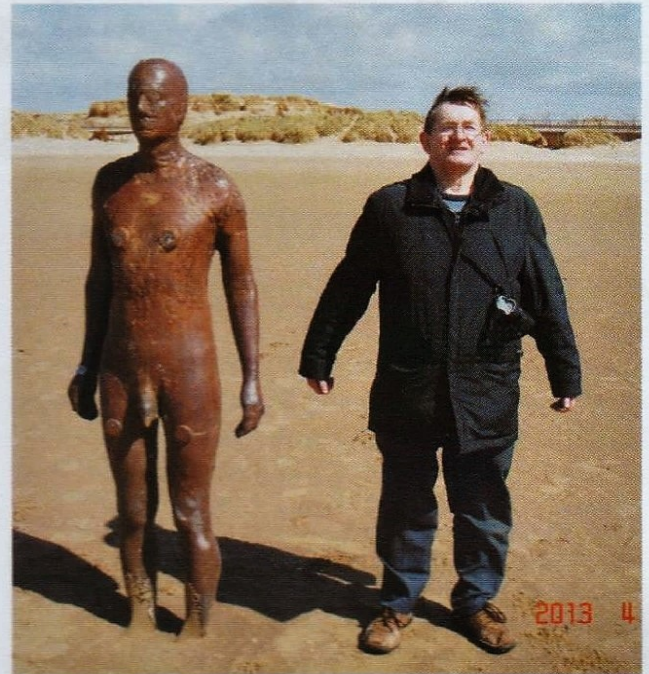
Werner started final negotiations with the shipping company and booked the ferry to take the Mayflower from Liverpool to Hamburg.

The day came to take the Mayflower to Liverpool. My friend and I set off from Preston about 9.30 in the morning and we drove from Preston to Southport and then along the coast through Formby and all too soon we had arrived at Seaforth Dock in Liverpool.

My final drive from Preston to Liverpool was of just less than 40 miles distance and just over an hours duration. It was a beautiful sunny Friday in April. Not too warm as there was quite a strong breeze that day.

Seaforth Dock is the very dock that The Beatles' van was driven to and where it was craned onto the ship that took them off to play in Hamburg in the early 1960s. There is a very famous photograph of them watching their van being loaded.

Nowadays the ferry to Hamburg is called a 'Con-Ro' as it is a hybrid container and roll-on ship carrying about 2,000 containers and up to 2,000 cars. (It is bigger, longer and heavier than the Titanic was.)



*One of the Iron Men of Crosby (and me)*

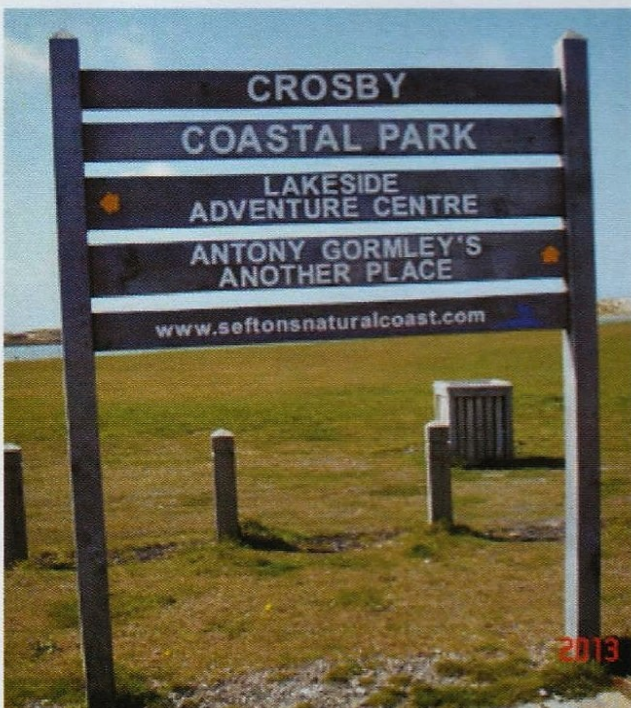
On arrival, we were parked up in a secure compound where there were many cars, some also quite old, and some motor-homes awaiting loading onto the next ferry. One ferry was in the dock already loaded and just about to leave on the Friday, and the cars we were parked next to were then waiting to be loaded the following Tuesday for departure on Wednesday, April 24.

When we left the car we were given a lift in a dockyard van back to the dock gates. The driver suggested that we should go to see the "Iron Men" statues on the beach at Crosby just immediately down river from the dock, as Seaforth is the first dock on the River Mersey as you come up the river from the sea.

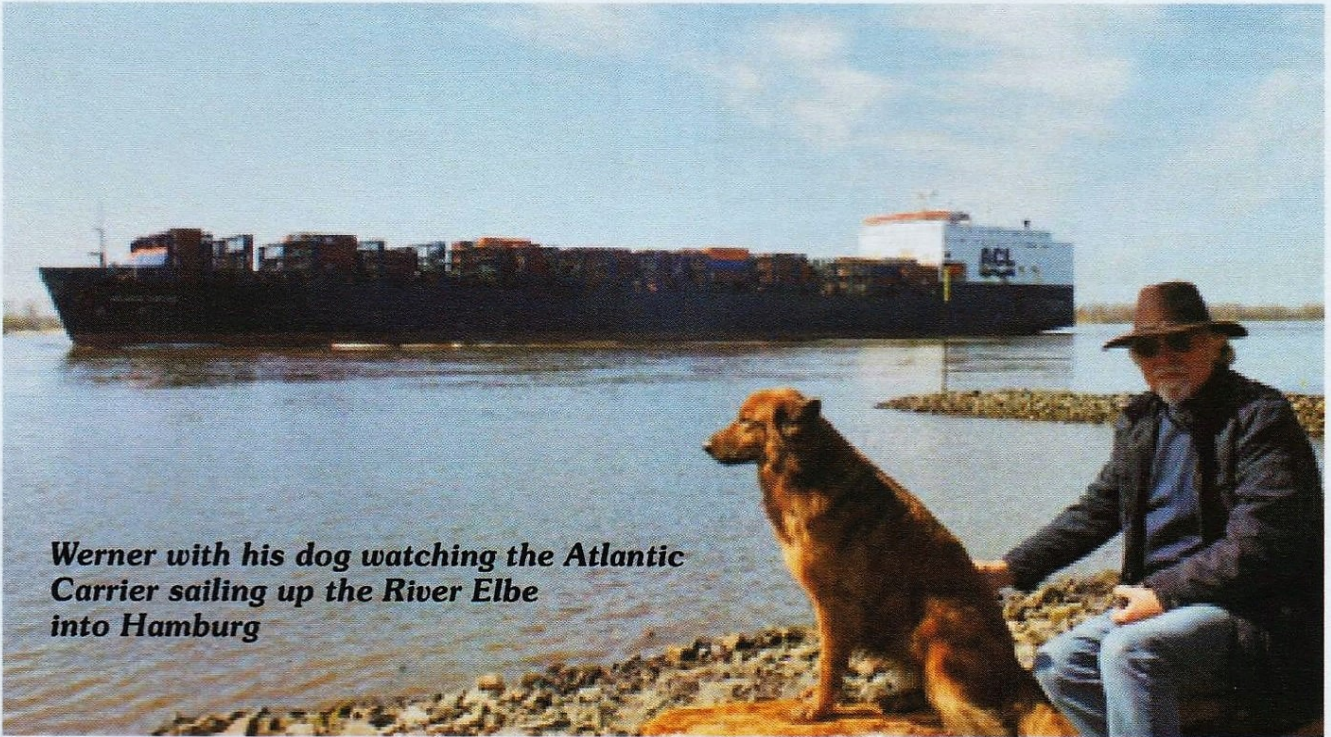
There are about 40 of these statues on Crosby beach lined up along the river bank looking out to sea. They are quite an imposing sight to see. Especially so on a bright sunny day. We had a great time viewing them, enjoying the fresh air and having some lunch at a cafe nearby.

We got the train from Crosby into Southport as the station is just by the beach and then we got the Express bus from Southport back to Preston. All in all it turned out to be a very pleasant day out and a lovely way to remember saying farewell to my NTA 178.

Of course, I was keen to know that the Mayflower was with Werner and that he was pleased with it. I found a marine news website and was able to track progress of the *Atlantic Cartier* as she made her way over to Hamburg with the Mayflower aboard her.







**Werner with his dog watching the Atlantic Carrier sailing up the River Elbe into Hamburg**

She took about three days to sail down the Irish Sea around Land's End and up the English Channel to Antwerp. She was in Antwerp less than a day and then set off again.

Werner and I thought she was heading for Hamburg but it turned out over the next few days she was on her way to Gothenburg where she duly arrived on Sunday, April 28. She left again after about 36 hours and this time was on her way to Hamburg.

### **Sailing down the river**

On the evening of May 1 Werner sent me a lovely photograph by e-mail of him and his dog sat on the bank of the River Elbe with the

*Atlantic Cartier* sailing up river into Hamburg in the background.

On the next morning, when I checked my e-mails Werner had sent me another one with a link to a local Hamburg newspaper web-page on which the headline was "Frachter in Hamburger Hafen in Flammen", which Google translated for me (not very well) as "Burning freighter in the harbour" and continued to translate the next paragraph as:

Great use for the fire in the Port of Hamburg: On Wednesday evening, the volunteers had marched to extinguish a fire on a car carrier at Oswaldkai. Until noon on Thursday, the last damping-ended, such as

the fire and rescue services. The fire broke out on a cover of *Atlantic Cartier*, were at about 70 new cars.



I used Google to search for more news over the next few hours and I discovered that the previous evening at about 8.00 pm the ship suffered a major fire — 200 fire-fighters and five water cannon tugs/police boats had been needed to fight the fire



on board the ship — blue lights had been seen every-where.

The fire was on the middle deck containing 70 or so new Volvo cars loaded at Gothenburg that were on their way to Halifax, USA.

## **Volvos destroyed**

The decks had been secured from each other to prevent spread of fire. Water, CO<sup>2</sup> and foam had all been used to fight the fire which took until Thursday afternoon to put out completely. It was thought that many of the 70 Volvos had been destroyed.

Werner e-mailed me to say he had contacted the shippers and they believed the Mayflower was loaded on to the lower deck but knew no more at that time.

Latest update by e-mail from Werner that night said:



*Werner Leaving the port  
in Hamburg*





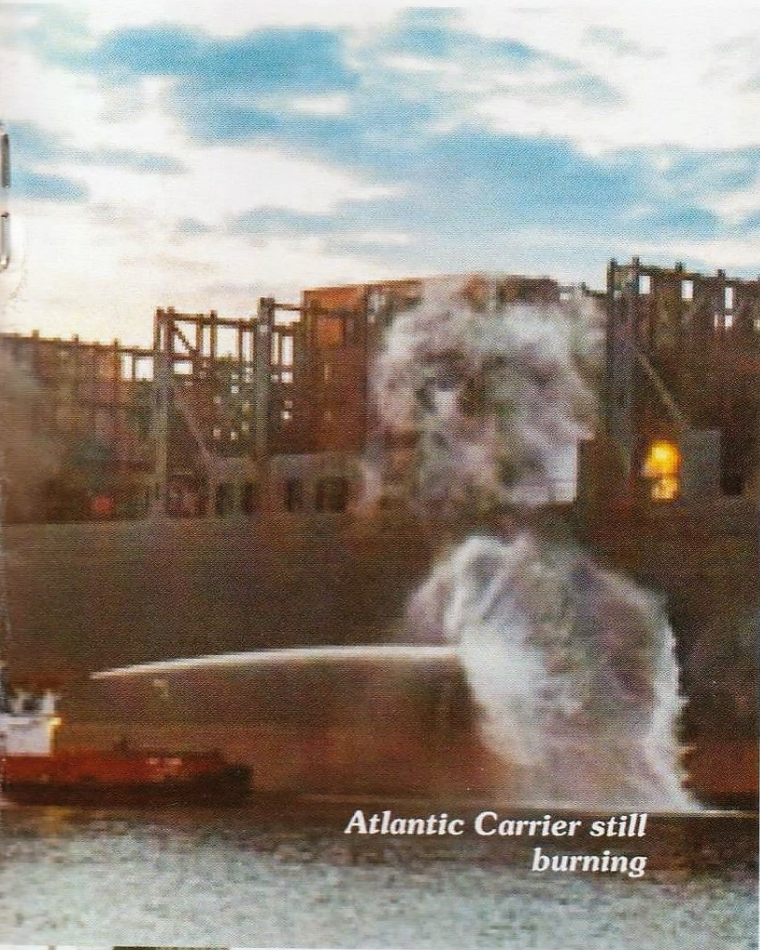
## FLOWER POWER

"I still do not know what happened to the Mayflower. Today only police and assessors were allowed to go on board to establish the cause of the fire and the damage to the ship and its cargo. The offices will be closed over the weekend and the final report of the inspection will only be made available at the very earliest on Monday.

I might know by then of the situation where the Mayflower is concerned. Another weekend of suspense."

During the following week Werner was allowed to visit the docks for just a few minutes and managed to see the Mayflower in a storage shed soon after she was successfully unloaded from the damaged ship.

He said she was very dirty but seemed to have no major damage apart from a bumper being pulled out of line. He was finally allowed to drive the car home that Friday.



*Atlantic Carrier still burning*



*Werner driving home through Hamburg*



# Front suspension rebound cable assembly

by Russ Hoenig

AFTER WE GOT TT20192, we began inventorying parts that we had from it and TT6215. One unique part was shown on page 12 of the Spare Parts List (SPL) as "103409, Rebound Cable Assembly".

TT6215 had them as they appeared in the SPL with a cast eye on top and the bottoms secured with compression sleeves using some type of aircraft cable swaged onto the lower suspension eye bolt. Of course all this was rusted solid and the cables were broken.

TT20192 had the same top pieces but the bottom assembly had the cable swaged onto smaller cast eye bolts. Our luck was good as there were all four ends and one that still had the cable intact (but broken, hanging on by several strands of wire).

During restoration, there were many e-mails to TMC asking about parts availability and alternative sources. I remember the response about the "Rebound Cable" as that "these are not available, not needed, and most Mayflowers no longer had them".

That was like a "red flag" telling me that someday, TT20192 would have them. For what, I did not know.

After several years of waiting patiently on the shelf, the ends came down, the exposed cable length measured  $2\frac{5}{8}$ ". The cable diameter was hard to measure, but was greater than  $\frac{3}{16}$ " at about .210" (which is not metric). I obtained a length of  $\frac{7}{32}$ " (.219) 7 x 32 aircraft cable.

One lower eye bolt end was super heated to see if we could pull the cable out which was negative. This particular end was put in a vise and was easily drilled out and we ran out of cable at  $\frac{3}{4}$ " depth. When another end was drilled, nothing happened, the various drills just spun. We were not going to super heat the ends with the rubber bushing, so another method to removing the cable had to be used.

We put the remaining ends on a lathe and "drilled" them out, using the tail stock, first with a  $\frac{3}{16}$ " center cutting end mill and then cleaned them up with a  $\frac{7}{32}$ " end mill. all the depths ended up being approximately  $\frac{3}{4}$ ". These two  $\frac{3}{4}$ " holes, plus the  $2\frac{5}{8}$ " exposed cable length gave a total uninstalled cable length of  $4\frac{1}{8}$ ".

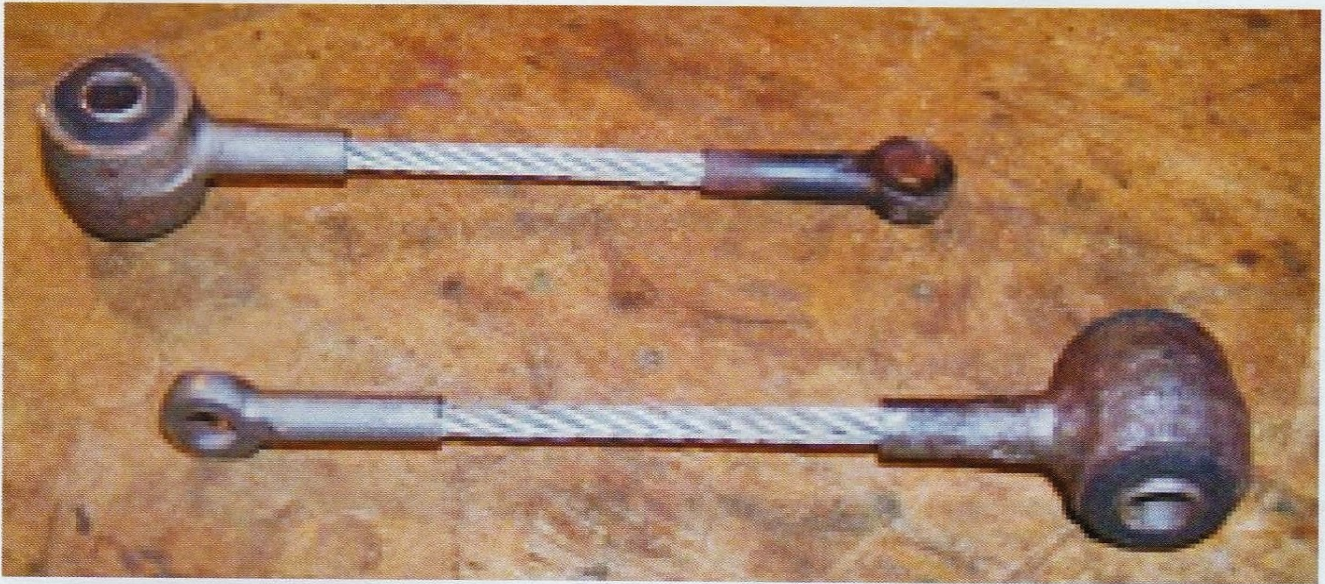
With some careful alignment and twisting, the cables were inserted into the ends.

The question next was how to swage or secure them in place? The first thought was to silver solder or braze them, but after thinking and looking at them for several days, got the hardness tester out and found that the ends were very soft.

I took a chance by placing one lower eye bolt end on the flat end of my vise and with a hammer, started working the metal starting about  $\frac{3}{4}$ " up from the end and with continually rotating the end







and hitting moderately hard. By the time I got to the end, there was no way I could pull the cable from the eye bolt. A small file cleaned up any marks on the end, but there were surprisingly few. All four ends were done this way.

The test was installing them on the car and putting strain on them. Note the top pin goes in from the front and the lower pin gets installed from the rear. I added a non standard, very thin shim washer between the frame and eye bolt to protect the paint from the cotter pin. So far they have held and they add an unusual original feature to the car.

In hind sight and thinking from an engineering standpoint, these cables must have been added to minimize the body roll that I've always read about. Any added thoughts will be most appreciated.

## ONE OR TWO OUTER TRACK RODS WANTED

### for a Mayflower

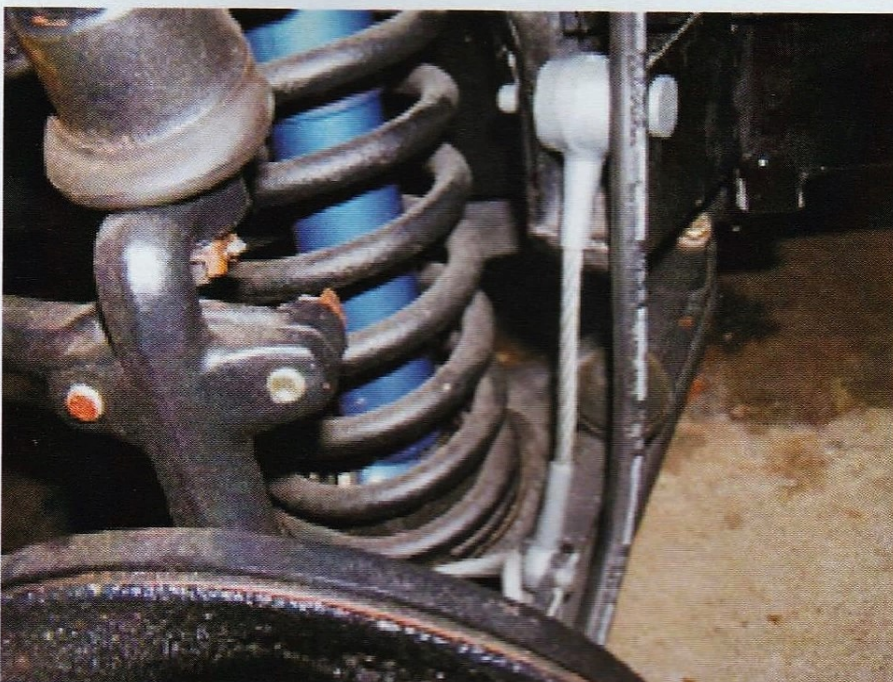
It does not matter if they are worn as I only want them for a pattern

*Please reply to:*

**Harry Mulcahy**

**Phone 0035366104**

**E-mail: vicjhar@gmail.com**



## WANTED

Dear Members,  
I am looking for pictures and dimensions of an original tool roll. We need to make up one for our car and make several more if there is interest & thanks.

Russ Hoenig

E-mail:

[bofaus@windstream.net](mailto:bofaus@windstream.net)



Letters**Like a brochure**

Dear Nico,

We went back to the 1950s and took these pictures in a village called Meonstoke that lies in the Meon Valley about four miles from my village. The reason for sending them apart from the interest angle is that the one taken sideways is very much like the one in one of the early Mayflower brochures.

Regards  
Gerry Morley

***continued from Page 4***

clutch lining was still okay and the release bearing in the gearbox was also alright.

This only left the pressure plate. This was replaced with the originally one. Everything was put back into place and the clutch adjusted again.

At last everything worked okay again. However, even though the car was fine again it was then that I was sure that I was getting too old for all this repair stuff and decided to go ahead with selling anyway. But that's another story. An "Epic" at that!



CONTACT SETS

£9.00 EACH

Both available from the Spares Secretary



# AGM report

**Held at the Holiday Inn Express, Walsall on Sunday, March 24, 2013 at 2.00 pm**

*Attendees: M. Barnsley; P. Benson; C. Brown; J. Castle; C. Lungmass; P. Norton; J. Oaker; H. Pryor; and B. Redshaw. Apologies: P. Benfield; P. Burdge; S. Coulman; T. Gordon; J. Gogay.*

The Chairman, John Castle, opened the meeting promptly at 2.00 pm and welcomed everyone to the meeting. He thanked John Oaker for once again organising the venue. He observed that the weather was much colder than usual and hoped everyone had not had too bad a journey to get here (the car park at the hotel was covered in snow at the time).

The minutes of the last AGM had already been published in *Flower Power* and were taken as read and accepted by the meeting. Malcolm Barnsley said that something not quite right was in the last minutes but no one could remember what the problem with the minutes published in the magazine had been!

## Chairman's report:

My first year as Chairman went very well and very fast and I enjoyed it a lot. I went to the Triumph Day at Stoneleigh last year and met the late Eddy (Copson) a very nice man who will be missed. Paul Norton was also at Stoneleigh. He must like it in the cow shed there because it is sooo cold.

Chad (Brown) and myself got a Mayflower stand at the Coventry Motor Festival last year. We had a very good day. There were three other Mayflowers there and the day was finished off with a Spitfire flypast. We are hoping to go again this year and hope to have more Mayflowers attending if possible.

There was then the Annual Rally held at Broughton Castle jointly with the Renowns etc from the Triumph Razoredge Owners Club. The weather was kind to us because it had rained all week but Sunday was sunny. We had to pitch our site higher than in previous years we had used the castle grounds, but this was a good thing as we were on top of a small hill and had a lovely view over the castle and surrounding area.

His Lordship and his wife came out from their home in the castle and toasted the Queen (for her jubilee year) with us all. They also gave out all the prizes. Unfortunately my Mayflower died on the journey as did two others so our numbers were badly depleted against our expected numbers.

I have had two recent phone calls re Mayflowers losing their storage and needing to be rehomed. Both of these Mayflowers could be restored or be broken for useful spares. Brian Redshaw has shown interest in at least one of these but we need to know what we as a club can do about Mayflowers in this condition as it seems criminal to allow them just to be scrapped as that is how too often they end up.

I am looking forward to this year as we have the STAR 90 at Gaydon (Standard Triumph Anniversary Rally to celebrate 90 years of Standard cars). We are hoping to get eight Mayflowers there (let Chad know if you can get there). We also have the annual rally at Rockingham Castle near Corby in Northamptonshire and the Coventry Festival mentioned earlier.

I suggest that the meeting considers whether the club can offer fuel expenses to those members attending the AGM who wish to claim something towards their out of pocket expenses. Perhaps this can be covered in 'Any Other Business' later.

The Chairman closed by stating that he hoped the majority of the committee would be staying in their posts as there were not too many other options available.

## Treasurer's report:

The club continues to be in a very sound financial state. Subscription renewals are the same as last year which in turn was a little down against the previous year. This is probably due to the financial situation still prevailing across the country.

I recommend that the subscription remains at the current level of £25 plus the usual £10 joining fee for new members. However, I recommend that the subscription rate is reviewed upwards to £28 for the next financial year (for subs due in 2014).

This amount is well in line with other clubs of our size. This was agreed unanimously.



## Membership Secretary's report:

This is my 20th secretary's report. A plateauing out of membership as we seem to have the same number of members as last year. Enquiries are up and there seems to be movement in cars with prices on the up.

I think eBay a little responsible for this but the "I will join/rejoin when I need spare parts syndrome" seems to be the main reason for a reluctance to part with membership fees!

Our cars no longer need a UK MoT test. However owners must still ensure that their cars are safe and roadworthy. This probably means having a (voluntary) test anyway, or at least every other year, to keep our insurers happy.

### Number of members

1996 (152)	1997 (167)	1998 (151)	1999 (144)	2000 (151)
2001 (144)	2002 (150)	2003 (144)	2004 (131)	2005 (142)
2006 (148)	2007 (141)	2008 (139)	2009 (139)	2010 (145)
2011 (134)	2012 (124)	2013 (124)		

Of the 124 members at 31-3-13

104 members rejoined 2 former members have rejoined - 6 honorary members and - 12 new members.

2006	2007	2008	2009	2010	2011	2012	2013	
119	112	104	103	105	96	89	88	UK and Ireland
11	12	13	13	16	16	11	15	USA and Canada
4	5	5	4	6	3	6	6	Australasia
5	3	8	10	11	10	8	8	Europe
1	2	1	1	1	1	1		Japan
1								India
1	1	2	2	1	1	1		Africa
6	6	6	6	6	6	6	5	Honorary
					1	1	1	Life President

## Regalia Secretary's report:

Malcolm Barnsley confirmed that he has volunteered to take over the role of Regalia Secretary. He has investigated replenishing stocks but costs for small volumes, as dictated by the membership size, is often prohibitive. Investigations will continue. Very little existing stock remains. There has been only one telephoned enquiry this year. There have been no sales made this year.

## New Spares Secretary's report:

The Spare Parts price list is well out of date. Many of the items in the book are no longer available. I will discuss with John Gogay the possibility of producing an up to date booklet during the coming year.

## Secondhand Spares Secretary's report:

There has not been a lot of activity in sales of secondhand spares during the year. Much of the secondhand spares I have inherited are of very poor quality. However, outside I have a Mayflower which may get broken for secondhand spares. I have just been to Surrey to collect it and will be taking it back to Darlington tonight.

## Rally Secretary's report:

The 2012 rally was held at Broughton Castle in Warwickshire in July. We had a pleasant day, one again rallying with our friends from TROC (Triumph Razoredge Owners Club).

For 2013 we are in discussions with TROC and with the Triumph Roadster Club. Both will rally at Rockingham Castle near Corby but on different dates.

Following a discussion it was found that most of the committee were unable to attend on the TROC date but could make the Roadsters date. It was agreed that John would approach both clubs to advise we would go with the Roadsters as more Mayflowers would be likely to attend on that date.

John said that he was resigning as Rally Secretary forthwith as Chad Brown had advised that he would stand this year in order to assist the club more now that his Mayflower was up and running.

John and Chad said they hoped to see as many members as possible at the rally, whether



in their Mayflowers or not, you will find a warm welcome at a beautiful venue. Don't forget, Sunday, June 23, 2012 at 12.00 noon.

### **Election of Officers:**

**Chairman:** John Castle agreed to continue, unopposed.

**Vice Chairman:** Chad Brown, agreed to continue, unopposed.

**Treasurer:** Paul Norton agreed to continue, unopposed.

**Secretary:** John Oaker agreed to continue, unopposed.

**Editor:** Nico Ten Wolde agreed to continue, unopposed.

**Regalia Secretary:** Malcolm Barnsley agreed to continue, unopposed.

**Rally Secretary:** John Castle resigned but agreed to assist the new Rally Secretary. Chad Brown offered to stand. Proposed by John Castle, seconded by Howard Pryor. Elected unopposed.

**New and Secondhand Spares Secretary:** Brian Redshaw agreed to continue with both roles; unopposed

**Technical Officers:** all had agreed to continue in advance of the meeting. Malcolm Barnsley, UK; Steve Coulman, UK; John Lesley, New Zealand; Larry Spouler, USA and Canada.

**Co-opted Member:** Howard Pryor proposed that as John Gogay was no longer in office as Spares Secretary he should be offered a position on the committee as a co-opted member.

He advised that John would be willing to accept the position if it were to be offered by the meeting. Seconded by P. Benson and accepted unanimously by the meeting.

### **Any Other Business:**

**Travel Expenses:** the Secretary advised that authority to make ad hoc payments for travel expenses had been given by earlier meetings and advised anyone so interested to contact the Treasurer after the meeting.

The Chairman closed the meeting just after 4.30 pm wishing everyone a safe and pleasant journey home, and saying he hoped to see everyone again at the rally.



*Brian Redshaw's (Spares Secretary) latest Mayflower to be saved from the scrapyard, the picture was taken outside the hotel at the AGM*



# Rally news

## Gaydon STAR 90

There were hundreds of Triumphs and Standards going back right to the beginning. Our stand was represented quite well although Chad Brown and Malcolm Barsnley's cars both died.

The five cars were: Mike Clement — red; Paul Norton — black; Bernard Long — two tone; Frank Morgan — black; and John Castle — grey.

We all drove around the arena in convoy with the vehicles. The sun shone on us and people were really interested although a lot of the youngsters did not know us.



Some of the Mayflowers at Gaydon

You are welcome to arrive from 11.00 am onwards. There will be the usual presentations: best presented, top three, distance award, back seat memorabilia and Chairman's Cup.

## Annual Rally Sunday June 23

This will take place at Rockingham Castle along with the Triumph Roadster Club.

A Newsletter was sent out by e-mail in April by John Oaker with a notice attached for entry at a special rate of £7.50 per person. If you can not print this please get in touch with John Castle or Chad Brown.

Details were also given of special rates and the evening meal at the Three Swans Hotel in Market Harborough (although the date for special rates has expired).

## Coventry Festival of Motoring 2013

This will take place on August 25 at Stoneleigh. We have a stand and it is free but you must let John or Chad know if you are coming.

There is an Historic Vehicle Run around Warwickshire if you wish to join it, it is £25. We will need to know if you are doing this as you will need an application form.

We went last year and it was very enjoyable. There were lots of different classic car stands, a Spitfire flypast and a funfair and craft stalls for all the family.

Date	Payee	Cleared or not	Cheque No.	Bank	Flower Power	AGM/ Meets	Officers expenses	Website costs	Club insur	Rally	FBHVC subs
4/12/2012	Postage etc JO	C	285	103.49			103.49				
4/12/2012	2011 AGM Room Hire	C	286	60.00		60.00					
4/12/2012	2012 AGM Room Hire	C	287	40.00		40.00					
6/20/2012	Flower Power 140	C	288	495.00	495.00						
7/9/2012	Ripon Rally	C	289	30.00						30.00	
5/9/2012	FBHVC Subs	C	290	67.13							67.13
6/29/2012	Flower Power 141	C	291	474.00	474.00						
7/18/2012	Tent for rally	C	292	161.98						161.98	
7/18/2012	Rally Trophies	C	293	65.00						65.00	
7/19/2012	Rally food & drink	C	294	65.00						65.00	
7/18/2012	Rally table	C	295	24.99						24.99	
10/3/2012	TMC website hosting	C	296	74.39				74.39			
12/7/2012	Flower Power 142	C	297	493.00	493.00						
12/27/2012	Aston Scott club insur.	C	298	518.50					518.50		
1/3/2013	Flower Power 143	C	299	473.00	473.00						
3/3/2013	Stoneleigh stand cost	N/C	300	25.00						25.00	
<b>Total</b>				<b>3170.48</b>	<b>1935.00</b>	<b>100.00</b>	<b>103.49</b>	<b>74.39</b>	<b>518.50</b>	<b>371.97</b>	<b>67.13</b>

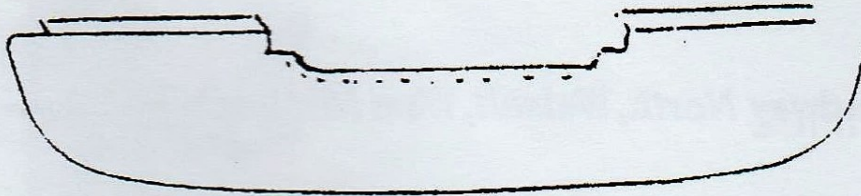


# Classic Car Sills

Parts for the Triumph Mayflower



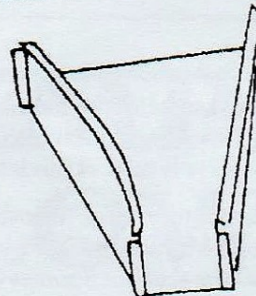
SILL £25.00



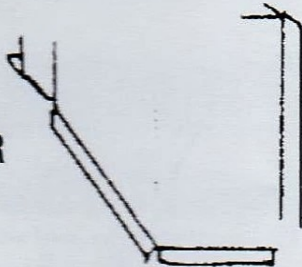
FRONT  
APRON £48.00



INNER  
SILL £7.50

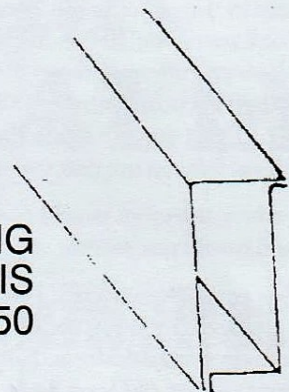


OUTRIGGER  
£10.00



OUTRIGGER  
£10.00

REAR SPRING  
CHASSIS  
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL  
ARCH SPLASH  
PANEL  
£5.00

\*Prices at 2008

**J. COLLIER**

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



# Triumph Mayflower Club



**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 2013 Annual General Meeting it was decided to keep the membership for 2013/2014 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 please ignore this reminder.

Some UK members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB Bank; bank sort code 30-94-38; and the account number 00066503. Overseas members who wish to transfer money electronically may do so through their bank using the following: customer 6 digit sort code 309438 / customer 8 digit account number 00066503 / BIC code LOYDGB21042 or IBAN code GB83 LOYD 3094 3800 0665 03. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is easy to contact members via e-mail but I am short of, or have old e-mail addresses for many members. Please, either write your address on the slip below and return with your subscription, or make contact with my e-mail and I can then store your e-mail address.

Any problem or uncertainty please e-mail me at [johnchoaker@btinternet.com](mailto:johnchoaker@btinternet.com).

Thank you,

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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 2014.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in U.S. dollars could make out a personal cheque payable to John Gogay - for \$43.00.

\_\_\_\_\_ Signed \_\_\_\_\_ Membership number

My email address is \_\_\_\_\_