

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2016 No. 156



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER
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Cover: Brian Winston's "Best in Show" Mayflower at the National Rally

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Editorial

Dear club members,

At first I would like to thank all members that took the time to write down rally reports, technical articles and event reports. I have actually received more than we could fit in, so a few articles will be moved to our next magazine. So don't worry if your article is not in this magazine, it will be in the next one!

Like I wrote in the previous magazine my dad and I had planned to attend the Annual Rally at Hatfield House. On the evening of June 25 we left my house with the Mayflower to catch the ferry from Hoek van Holland to Harwich.



On the ferry

The next morning, we arrived at Harwich and took the scenic route to Hatfield house. On arrival we received a warm welcome by the other club members. This was actually our first time we saw another Mayflower in real life.

We had a great day at the Rally and even won the Distance award! At around 3.00 pm we had to leave to catch the ferry back home.

The next morning at 11.00 am we arrived back home, the Mayflower never missed a beat, it was a great trip and there will be more in the future. Many thanks to the organizers of this great event.

Prototype

In this magazine you will find a letter from Kyia Friesen with regards to the recently discovered Mayflower prototype. Very interesting reading.

Please also have a look at Russ Hoenig's article on page 10. Russ has written an update on his seal projects.

Well there is too much in this magazine to be able to mention everything in the editorial, thanks for your input, I hope you will enjoy this magazine!

Happy motoring and please keep on writing down your Mayflower related stories!

*Very best regards
Nico ten Wolde*

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are January 20 2017; June 1; and September 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome to new members

1211

1212

1213

1214

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

1215

1216

1217

Please make contact

Could anyone who I spoke with at Hatfield or Lincoln show ground to get in touch as I have lost your email addresses and wish to pass on the info we were talking about re the lower door seal on the Mayflower.

*Best regards
Dave Gibbs (davegibbs1957@gmail.com)*

Chairman's report

I WAS SURPRISED to see so many Mayflowers at shows this summer, you took me at my word — that you had to take the covers of your cars and get them out of the garage to the shows and it was good to see you all and your cars .

I went to Hatfield first. It was lovely to see Nico and his dad come from the Netherlands to pick up the Distance cup.

The rally went well with the Roadsters and Renowns we should think about doing this more often .

On to Lincoln, I was unable to attend because of my holidays but I know that Chad Brown and David Gibbs went and said it was well attended with the Triumph and Standard forum.

Last but not least Ripon, or as we think of it, as the Northern Rally, there was a very good turn out of Mayflowers. Sue Benfield gave Peter's trophy (which she had donated to the club in memory of Peter) to the best car there, this was Michael Clement's Mayflower.

I have got my car on the road after what seems like a age, after putting the engine back I could not get it to fire. Out of desperation I got a mechanic to get it running. I have been to Hinckley and Warwick rallies with it, so far looking good.

Regards
John Castle



The Mayflowers of club chairman John Castle and Paul Burgess at the A47 Classic Show at Desford, Leicestershire on August Bank Holiday Monday

WANTED
YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out
Your Mayflower — Please send them to the Editor

*Letters***July outings**

Dear Nico,

Well, another month of the summer season over. Looking back I managed to fit in another eight local meets and shows during July, getting brief smatterings of rain at a fair number of them despite dry forecasts. There were evening meets at a pub, garden centre, town centre and Water Park and a Sunday lunch meet at a micro brewery. In addition I attended three local shows.

First up was the Market Bosworth Country Show on the 3rd. Only a dozen or so classics here but a fantastic family day out with American Civil War re-enactments, loads of vintage tractors, birds of prey, horses, dogs, farm stock animals, archery, craft stalls and flower and vegetable shows. All this and a trip round the parade ring in the Mayflower.

Next, was this year's Coventry Car Day for cars made in Coventry held on the 16th. As was the case last year the cars met at Coombe



*A trip round the parade ground at
Market Bosworth*

Abbey for a 20 mile run in to the Coventry Transport Museum.

This year, disappointingly, only 75 cars registered of which only about 45 turned up on the day. Maybe this was because the event was brought forward a month to avoid clashing with the Olympics.

The museum staff augmented the display by bringing out some of the museums exhibits which added to the enjoyment of the goodly number of spectators the event attracted. As last year NKA 947 was the only Mayflower there.

Finally there was The Nostalgia Day in the splendid setting of Beaumanor Hall near Quorn in Leicestershire held on the 31st. There must have been over 300 vehicles on display with a multitude of spectators. Once again we were the only Mayflower in attendance and generated a lot of interest. Unfortunately we did not feature in the end of day awards.

And so to August...

Pail Burgess, member 1200

Thermostat

Hi Nico,

I was very interested to see that Paul Burgess has located some original thermostats. It's really good news that they may be available. There is however a bit of a warning bell sounding in my head. It may not apply to many people but thought I should share it with everyone.

This type of thermostat (ie a *bellows* type) has a disadvantage that modern ones don't.

As the temperature of the water rises, the bellows expands and opens the valve to the radiator (a good thing) *but* it also increases in volume by a considerable amount and this tends to pressurize the cooling system (it shouldn't actually pressurize the system if all vents, etc are free).

If, however, the vents are restricted, or the temperature increase is rapid, the increase in pressure tends to squeeze the bellows closed again. This closes off the valve to the radiator which, in turn, causes the temperature to rise again. If steam is generated, the pressure increases still further (the vents being unable to cope) and can totally shut off the valve (causing zero cooling and even more steam, etc, etc).

The construction of a modern (non bellows type) overcomes this problem as it doesn't really increase in volume.

None of this may be relevant but, as Mayflowers tend to be susceptible to overheating, I thought I should mention it.

Incidentally, I have done some experimentation with Mayflower cooling systems and keep meaning to put pen to paper, hopefully I can find some time soon.

*Regards
John Leslie, New Zealand*

Lost in Leicester

by Chad Brown

I NEED TO begin this article by explaining that my 1953 Triumph Mayflower, "Little Nell", was not fitted with that motoring essential, a sat-nav, at the factory where it was constructed but I have installed well below the eye view of the parcel shelf a cigar lighter. So in times of despair I can summon that comforting voice of my Garmin sat-nav to reassure me that I really am on the right road — or not!

So when I had obtained a ticket for the unmissable all male HMS Pinafore at The Curve Theatre in Leicester that's where I was going.

Now I would normally have taken my workhorse Citroen C15 Romahome, also fitted with a sat-nav facility. However it won't go into a multi-storey car park without serious and expensive modification which could be attempted immediately if I tried!

Despite the diagnosis that "Little Nell" was beginning to finish off yet another cylinder head gasket I had a problem that could be resolved by using a Triumph Mayflower with enough energy to climb into the car park.

She did and ran very well to Leicester arriving in the City Centre with an hour or two before it's people wanted to get home from work I began a common sense tour heading for the Culture Centre.

Some of you might dispute that HMS Pinafore belongs there but I believe the Curve Theatre offers many theatrical experiences. Well the two hours, or at least it felt like that, before the ubiquitous rush hour traffic arrived I was in despair. Every time I stopped to ask for help the Curve Theatre seemed to be five or ten minutes walk but not by car!

So it was time to employ the sat-nav. Being told where to go by this always patient woman was one thing but being let in to a massive queue of traffic with my disputed semaphore arms was impossible and so I finally gave up and set it for home.

Now I am sure it was not the fault of Garmin that turned me into a cul-de-sac on a housing estate in the Syston L7 district of Leicester.

However my evening started to brighten when answering the interest in my car by a local couple and relating my problem they volunteered, after a cup of tea, to give me a lift on return into the city and park "Little Nell" on their driveway.

Now this was a contrasting ride in a fantastic state of the art, large BMW car fully equipped with air conditioning super sat-nav and so so smooth as it glided back into the city.

With this super monster of a car and a lifetime knowledge of the city they persevered with 15 minutes traversing the area given by sat-nav before we found The Curve.

Needless to say in this modern world of design it looks nothing like a theatre but yes it is curved. I was grateful and enjoyed the show and returned to the samaritan house by taxi.

Setting the Mayflower Garmin sat-nav for home it led me a further travail into the city centre and round and round again until finishing up in a narrow no through passage-way.

When reversing out I verbally insulted that voice that led me there in language not fit for publication in *Flower Power!* It worked and that voice ceased to give another word of guidance until half an hour later when I had sorted out the sign-posted direction to the M69 and was well on the straight motorway road the sat-nav guidance returned.

Midnight

It's humorous to look back on this evenings events and it gets worse but the strain I had suffered had its effect. I was off the motorway, now midnight, and in the village of Shilton just over one mile from my garage and sat-nav abandoned, when I was convinced that my clutch had given up.

Struggling to get it in gear without using the clutch I then phoned the RAC and insisted I needed a recovery truck not an engineer. They gave me a time of 90 minutes.

Using my internal illumination, a torch, to inspect the vehicle I was surprised to find play in the clutch pedal!

Halfway back to my garage, the clutch working just fine, my phone rang and I was foolish enough to shut down and answer knowing I had set up a recovery I didn't need

continued on Page 11

Northern Rally

by Chad Brown

BEFORE I LIST those who attended and the prize winners I wish to pay tribute to someone who was unable to be present in person but was in spirit. That was the late Peter Benfield, Life President and one time holder of many of the club positions.

Sadly, as most of our members will know, Peter died last Christmas but was remembered and recognised in his absence by the many members who knew him before I was with the club.

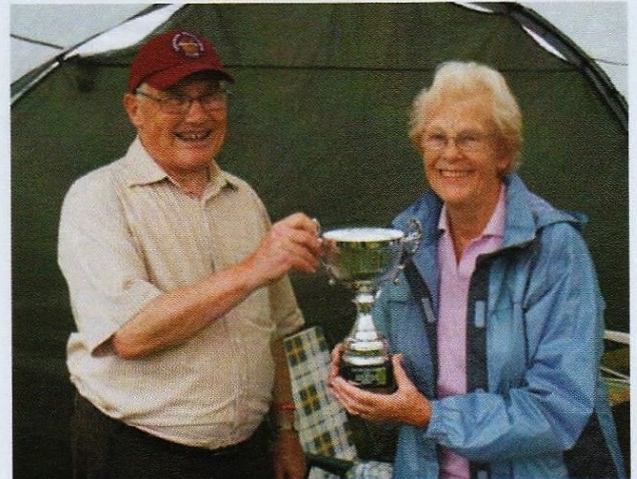
That is what I mean about his presence in spirit. It was with mixed emotions of sadness and pleasure when I arrived early to recognise that Peter with his Sunbeam Talbot was not there but relieved to find our Chairman, John Castle, who had set off at 6.15am but not with his Mayflower.

Relieved because without my co-driver, photographer and graphic designer John Banks the Chairman and self were on our own for the judging and presenting the occasion including making lots of tea and coffee.

We did have the help of arriving members in erecting our club tent/marque. The ability to present tea, coffee, etc came about because in

the absence of "Little Nell" (see page 5 Lost in Leicester) I had my Citroen Camper Van named Lupin.

I think by its popularity the refreshments were a splendid addition which allowed others to talk engines etc whilst I made tea. Anyway the day was Sunday, July 24 and the sun shone and stayed dry.



Sue Benfield presenting the "Peter Benfield Memorial Trophy" to Mike Clement

Those members attending with their Mayflowers were: Ian Pike from Scunthorpe with LKV 37; Brian Redshaw from Darlington with MSK 624 (for sale); Mike Clement from Goole with KSK 160; Tony Mason from Kirkby Lonsdale with ESK 253; Sue and Dave Gibbs from Hull with MSK 250; Steve and Jackie Watts from Beverley with PWJ 737.



Some of the Mayflowers in attendance with the club marque



Dave Gibbs receiving the Chairman's Cup

May I make special mention of the last two cars, Sue and Dave Gibbs and Steve and Jackie Watts who had a late arrival because one of the cars, which were not travelling together, had a breakdown on the way and whilst at the side of the road pondering the situation saw to their amazement a Mayflower arriving behind them!

Worthy of an article in itself, who in this modern age would be rescued, without travelling together or contact, by a passing Mayflower with knowledge.

From this year forward, 2016, the "Best in Show" will receive the "Peter Benfield Memorial Trophy" and this first presentation was given to Mike Clement.

The Chairman's Cup was presented to Dave Gibbs who was present with his Mayflower at the National Rally at Hatfield House, the Triumph Marque Day at Lincolnshire Showground and today at Ripon.

The Distance Award was given to Ian Pike. The presentations were made by myself and

John Castle, our Chairman, at our appointed time because we were not certain if Peter's widow, Sue Benfield, was going to be present.

We were delighted that Sue arrived a little later and we were able to take another photograph with the winner Mike Clement.

Sue was welcomed by the members and she came armed with her cheque book insisting on paying for the trophy and stayed sometime sharing memories of the past.

Not giving Sue the time of the presentation was my fault but in her absence I was concerned that perhaps the emotion of this first occasion without her husband was too much.

It just remains for me to say how pleased I was that this Northern Rally was well attended



Ian Pike receiving the Distance Award

and I feel sure that Peter Benfield would have been proud that we have continued this tradition and I hope to see any and all of our members who can get there to see us next year.

Technicalities

Following on from the Mayflower Parts List, Paul Burgess has compiled a document containing technical articles and tips from past issues of *Flower Power*.

This document will be distributed by e-mail in Microsoft Word format to members but is available as a hard copy for members not on the internet.

Members who want a printed copy should send John Oaker a self-addressed envelope

with two first class stamps on it to allow for post rules about large letters. Your envelope can be of any size as it will be taped on to your sent packet. John will then send you a paper copy as soon as possible.

The document is also available in PDF format from Paul via his e-mail at pburgess1956@gmail.com (note new e-mail address). It will also hopefully appear on the new club website when it is launched.

If you have any other technical tips or experiences to add, please e-mail them to Paul.

Annual Rally report

held at Hatfield House June 26 2016

by John Banks

AN EARLY MORNING get up was needed for the annual rally at Hatfield House, even earlier for Mayflower owners, who hadn't taken refuge at a hotel overnight.

With my white Mayflower polo shirt on and umbrella to hand, the chairman and I set off ready for a typical day of British summer time weather.

In our modern car the journey was uneventful and the weather greeted us with a damp and cloudy outlook. After arrival when conditions improved, the Triumph Mayflower Club gazebo was pieced together and put up with the protective sides added to allow for whatever the elements could throw at us.

With camera in hand, a hint of sunshine and a great back drop of Hatfield House, the Mayflower cars started arriving and created a wonderful line up next to the club's awning.



Chad Brown receiving the Chairman's Cup



*Above: Line up of the five Mayflowers with the club gazebo;
Left: Peter Winton receiving the Best in Show*



In total five Mayflowers attended; Dave Gibbs' Mayflower (MSK 250) along with John and Barbara Albon's, Mayflower (XAS 929) glistened in the sun, showing off their own individual neuonses and razor-edge looks.

Three awards were presented: Peter and Brian Winston won best in show (PMV 97), which even avoided a skirmish with a tank to collect the award.



John and Barbara Albon's Mayflower in front of Hatfield House

The distance prize went to Nico ten Wolde, (DM-42-72) who travelled from Holland to attend. The Chairman's Cup went to Chad Brown (617YUA).

After enjoying the refreshments, beautiful surroundings and Triumph Roadsters and

Renowns on display, the Mayflower Club's stand was de-constructed ready for the next event.

With my co-driver hat on, the 100 mile adventure home commenced, in Chad's mischievous Mayflower!



Our editor Nico ten Wolde receiving the Distance Award after travelling all the way from Holland

Seals update

by Russ Hoenig

THE COWL SEALS are in the garage and look great. By the time you are reading this, many owners will have them on their Mayflowers. I have one extra and the cost is \$25.00 (US) plus packing and shipping.

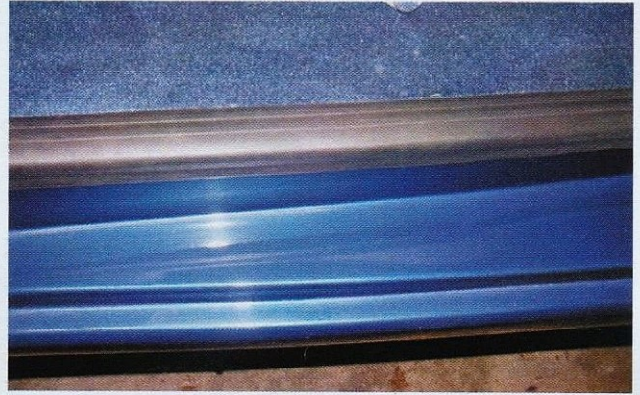
The status of the second order of lower door seals is we have three pairs needed and need a minimum order of six pairs to proceed. Everyone was very pleased with the first batch (including me), so if you need a pair of lower door seals, send me an e-mail to get on the list.

The rear door seal project is on hold as I try to find a manufacture willing to do a short run. The shortest run possible to date is 500 feet but there seems to be low demand for these seals.

I woke up some time ago with a "plan B" idea and contacted the company making up our extruded seals (cowl and lower door) and asked them how soft a rubber that they could extrude. The thinking was to change the rubber from expanded (foam type) to a soft extruded.

The answer was the extruded rubber would be the same hardness as the other seals we have made, which would be too stiff for the compression we would need.

Several weeks later when they called to say the cowl seals were ready to ship, I asked them again how would you make extruded "softer"? They said put a hole thru the middle and they



sent me a 24in. example of a thin wall "D" shape to try.

Even though the wrong cross section, it proved way too hard as it took six door slams to close the door. So this project is still in progress. More news on these later.

The quarter light rubber seal project is still in limbo as finding good seals to use as patterns has not been successful. Have toyed with the idea of taking my windows out, dismantling them to use my seals for patterns but have not convinced myself this is a good idea yet.

Christmas in August. Wally Wolentarski has been a long time member of TMC and has made me the caretaker of his collection of *Flower Powers* starting with issue No. 5. They are full of useful information, funny stories and cartoons and a joy to read. I do not know if it is possible to put these on the web site but I do think that they would be a welcome addition.

Russ — Bofaus@windstream.net



Letters

Honey, I shrunk the Rolls!

Dear John (Oaker),

I thought you might enjoy this.

Would it be possible to get a list of Mayflower members in the States?

Dave Rutherford
Woodbridge
Virginia, USA

*Letters***Retro Warwick**

Dear Nico,

John Castle, Paul Burgess and Chad Brown met up in Warwick for Retro Warwick on Sunday August 14. John and Paul managed to park up their Mayflowers next to each other and there were many comments about how unusual it was to see one Mayflower let alone two together. Chad was in his Austin 10 as his Mayflower is suffering suspected head gasket problems.



John and Paul's Mayflowers

Mary Ann Evans Hospice Classic Festival

Paul Burgess and Chad Brown took part in the above event in Nuneaton on Sunday August 7, Paul in his Mayflower and Chad in his little Austin 10. The 35 mile run started at the Mary Ann Evans Hospice at the St George's Hospital in Nuneaton and finished with the participants parking up in the centre of Nuneaton.



Chad's Austin 10

Regards Paul Burgess



continued from Page 5

and yes it was the RAC telling me a local garage had been informed.

I was able to put the recovery on hold and they promised to phone back in 20 minutes which would get me back to my garage under my own steam. Only they didn't call me back and "Little Nell" had just had enough and from that time until now, as I write this article she

PARTS FOR SALE

- * Tatty interior door handles used
- * 1 armrest used
- * Front shocks nos?
- * Front suspension rubbers kit new
- * Used main light switch
- * Dash panel centre part with remains of gauge cluster, switches & choke cable (all the knobs have dissolved!)

Kevin Stewart 1213

mediabus1@aol.com

07885718687

hasn't recovered, no power, nothing and eventually a fresh call out when she did need a recovery vehicle.

In bed at 4.00 am after a night to remember. Lessons to be learned, never take your Mayflower for a night out in a city you don't know and never depend on a Garmin sat-nav for guidance!

Letters**Standard Triumph Forum**

Dear Nico,

On Sunday July 17 2016 at Lincolnshire Showground in warm and sunny weather the above event took place and was a great success.

I am saying this as much from the overwhelming tributes that have been coming in from all the participating clubs in the Standard Triumph Forum. We were represented through the attendance of your vice-chairman and rally secretary with my well travelled Mayflower "Little Nell".

Also attending and supporting the event with their cars we had Colin Smith from Scunthorpe with RPP 783 and Dave Gibbs from Hull with MSK 250.

I seem to remember that Colin was having head gasket failure problems the same as currently I have with mine. I hope he got home safely!

This is a delayed short report partly because I was not as well prepared as intended and was obviously having a 'senior weekend' having allowed my vehicle to run out of fuel on the inward journey and arrived just in time to be

immediately ushered into the ring along with Dave Gibbs.

We had intended to have our marquee in place and our club signs present but we were there and many of the TRs recognised our presence when speeding past "Little Nell" on the grass verge at the side of the A46 before she was rescued by the AA.

Altogether it was a splendid setting for the TRs Register International Weekend. Fellow member and ex-chairman Howard Pryor was present and busy driving people around in his splendid 1904 Limousine in aid of the Air Ambulance.

My apologies are due to a member who attended without a Mayflower who caught up with me in a lay-by sorting out where I was and he guided me to the Showground as he had been on the Saturday.

I failed to take a note of his name and car number. I hope the work he is doing restoring his car will bring him to future shows.

Regards
Chad Brown, Rally Secretary



Convoy to Hinckley

by Paul Burgess

ON THURSDAY August 18 Chad Brown, Paul Burgess and John Castle met up with their Mayflowers at John's house in Hinckley to travel in convoy to the monthly evening meet in Hinckley town centre.



The three Mayflowers all lined up with their owners in the town centre

We attracted a lot of admiring looks and waves on our three-in-a-line trip through the rush hour traffic and met with a pleasing amount of consideration from other motorists allowing us to complete our journey without becoming separated. On arrival in the centre the marshals found us a prime spot to display our cars and where we attracted a lot of interest from the spectators and other exhibitors.

Letters

Mayflower ignition

Dear Nico,

At one stage I had problems with the ignition on my Mayflower. Sometimes I would have spark, then very weak spark or no spark at all. Could it be the coil I wondered, it did not seem to be a great place for a coil on top of the cylinder head bound to get very hot.

I got a bracket that was fitted to the BMC dynamos which held the ignition coil and fitted it to my own dynamo and fitted a spare coil. I also made the hy-tension lead a little longer also the two primary wires. I could now swap the leads very easily from one coil to the other.

I discovered the main problem was the rotor arm or I should say rotor arms. I replaced about

four in the space of two years. These come sometimes in a Lucas box but are different to the original in that they have brass pin whereas the original the brass was moulded into the insulating material, and the brass end was longer.

The solution was to acquire a rotor arm from a guy in the UK trading as "The Distributor Doctor", he makes the rotor arms himself and since fitting it some years ago I never had any more trouble with the rotor arm.

On the other hand, coils seem to last only about two years, one from a well-known Triumph supplier only lasted six months. The problem is I suspect all modern produced coils are for vehicles with a ballast resistor in the ignition system.

Regards
Harry Mulcahy 1032

Letters**Prototype
Mayflower
continued . . .**

Hi John (Oaker),

Good morning to you all. I can imagine a cool, cloudy day, perhaps even the steady drum of an early rain setting the stage for our morning conversation. I envision ghostly wisps of steam, rising gently from our delicate, antique, floral emblazoned teacups filled with lightly sweetened Earl Gray, set neatly on lace doilies around a lovely round table as we begin.

I suppose that I would even allow myself to entertain the notion of a warm fire, crackling its approval from some nearby stone hearth if it weren't for the sad fact that it was 101F here yesterday and is expected to climb another 8-9 degrees by week's end.

So, I'll instead, stick with a mental image of a tall, frosty pint of some local British brew and the best fish and chips I've ever tasted. Cheers!

The Triumph Mayflower that we have been discussing happens to be sitting just outside of my back door, near the swimming pool.

The pictures I sent you were taken on our five acre property here in California.

Let me fill you in on the details of how this little car came to rest here.

I have made a long habit of buying and fixing cars, somewhat for profit but more for enjoyment, in my lifetime . . . mostly foreign cars.

Oddballs

I like the "oddballs" in a land filled with a sickening, overwhelming volume of Fords and Chevys. I frequently search the web locally for orphan cars that need a second chance (or 5th) and a new home.

As a result I've owned many lovely little strange birds and have enjoyed finding them new homes. This Triumph is the first car of that marque that I've owned.

I was the very first person to call about the Craigslist ad for this car some months ago. An agreement was made over the phone to at least go see the car and a few days later I drove three and a half hours one way to inspect it personally.

Sadly, it was in worse shape than I had been made to believe it was. I wanted it to have a bit less rust and to not be missing a boot lid handle and hinges.

Having said that something about the car firmly held my attention. As we talked, it became clear that the "owner" had only a week earlier picked up the car with no title from a British gentleman that was thinning his collection.

The story was that he had brought it over from England many years earlier and that it had sat on his property all that time with minimal attention. The recent and very short term owner and I came to terms about it and I loaded it in my trailer and drove home with it, quite unsure of what I had gotten myself into.



Some of the extra door handles and hinges

FLOWER POWER

The car showed itself to be more complete than I had first feared as I sorted through the boxes of extra parts and started bolting things back together a couple of days later.

Included with the sale was a very old document that appears to be an English registration of sorts from 1949. This document shows that the British gentleman that the car was purchased from was also the owner in 1962 and shows the same plate number.

As it stands now, the motor (locked up and missing multiple parts) is "installed" by way of a few bolts and a wooden support.

Carb and intake, distributor, generator and water pump are all lightly "in place" but the exhaust manifold is missing as well.

TEX spring mounted fender mirrors and an original Lucas fog light appear to have been added since the 50s, albeit they are also very old and may, or may not stay on.

I would love to hear all your thoughts on this car and I am very willing to consider any and all options for the vehicle's future. Many thanks for your time and input.

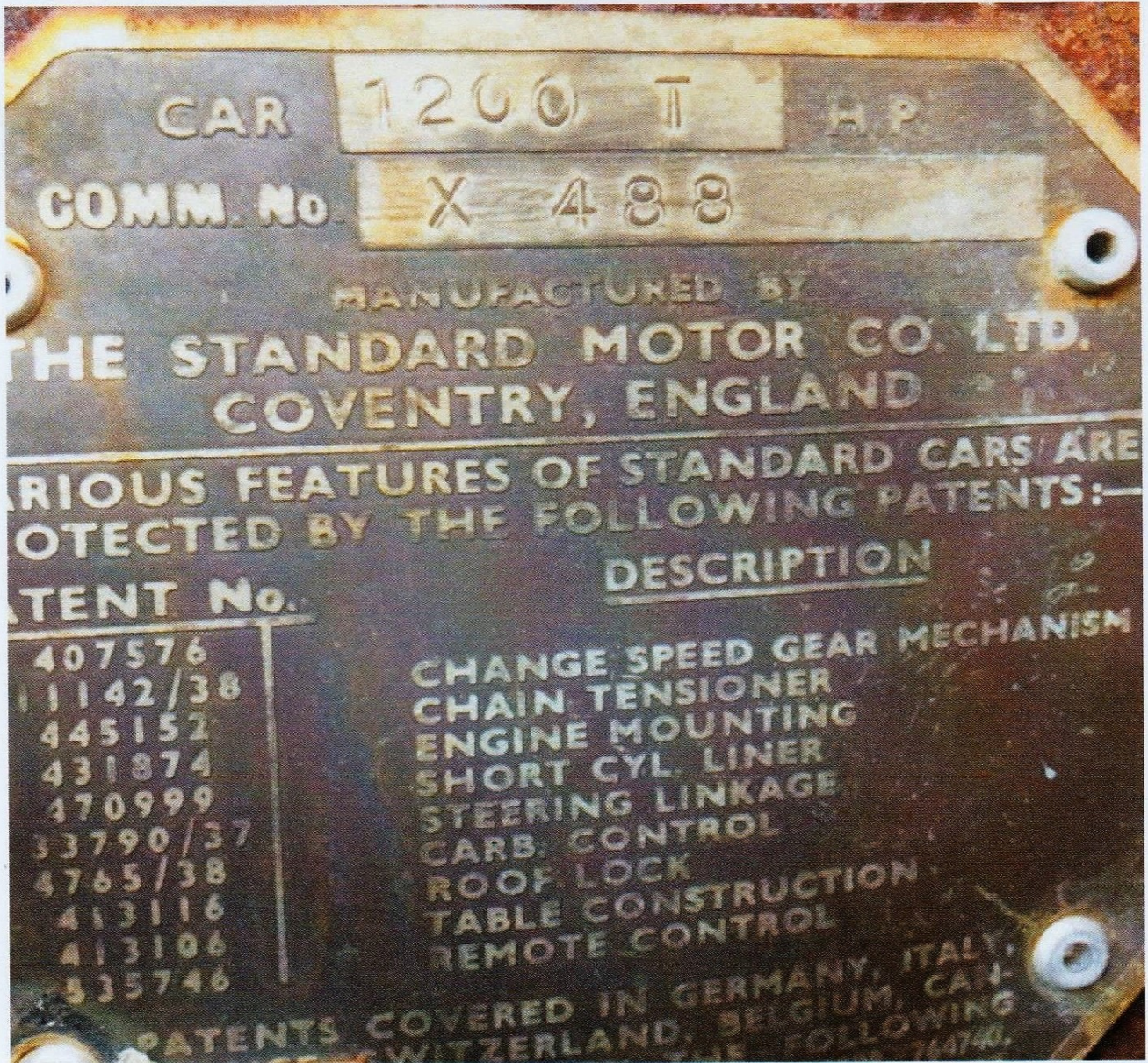
I look forward to further chats as you're able to. My phone number is 720-252-2017 for anyone interested in a potentially costly phone call. Oh . . . if you happen to know anyone interested in a gaggle of Mayflower door handles or other sundry hinges feel free to have them contact me.

Many thanks, Kyia Friesen

Dear Kyia,

The photo of the vin plate shows the commission number matches up the reg and that this is a prototype. Look in Steve Coulman's history bit on the net under convertibles and there it is. You got getting photos of this yet?

John Oaker



*Letters***June meets of 2016**

Dear Nico,

Just to prove that there were some dry(ish) days in June here are some photos I took on my outings during the month. The first trip was to the Coventry MotoFest on Saturday, June 4, as reported in the last *Flower Power*.

Next up was a short five miler to the regular second Wednesday in the month evening meet at the Dog And Gun in the village of Kilby, Leicestershire. A lovely sunny evening.



Next a trip to the Husbands Bosworth Party in the Park on Saturday, June 25. Sunshine and showers forecast, sunshine, heavy showers and thunder arrived. Returned home, cleaned and garaged the car just as the next storm came.



This one did get a bit damp. The forecast an hour before departure was dry for the rest of the evening but the drizzle started about 10 miles into the 14 mile journey to the Hinckley Classic Car Meet on the evening of Thursday, June 16, 2016. Despite an attempted strategic early departure we hit a deluge on the way home.

And so another 22 miles to the Coventry Canal Boat and Classic Car Show on Sunday, June 19. A disappointing turn out of cars (I suppose it was Father's Day) but despite some ominous looking clouds in the afternoon it did stay dry until we got home when we had another downpour.

Sunday, June 26; another five miler to Motor Madness at Leicester Race-course. A bit soft under foot due to heavy rain at around 6.00 am but sunny periods during the day.

It was absolutely packed for the 200 or so classic cars, monster truck displays, helicopter rides, kiddies' fair, live music, autojumble and so on.

So despite all the rain I only missed out on three meets which were rained off. Next up is the Market Bosworth Country Show on July 3 for which the weather is forecast to be good.

Regards
Paul Burgess, 1200





NATIONAL RALLY HATFIELD HOUSE June 26 2016

