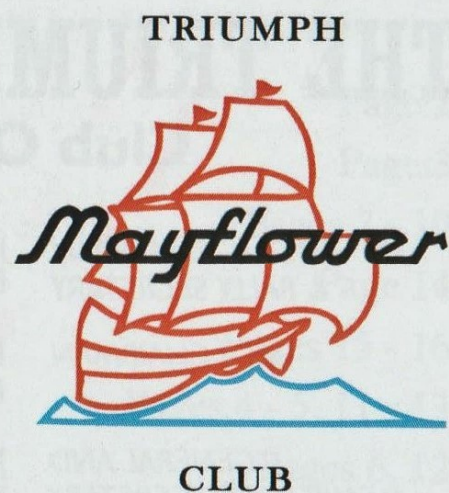


# Triumph Mayflower Club



AUTUMN ISSUE 2018 No. 162



# 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*

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*Cover: FVL 435 was the first Mayflower owned by former TMC Rally Secretary and Chairman, John Oglesby. The photo was taken in the 1980s, as part of a photo shoot to promote the club. John's car can be seen alongside steam tug 'Mayflower', which was visiting Bristol Docks. Watch out for many more wonderful photos like these from John in the next issue!*

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*The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.*

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NEW FEATURE

## **Around the world . . .**

I THOUGHT IT might be interesting to start a new feature, following up Mayflowers from around the world. Starting with 'A', a trawl through the *Flower Power* archives has turned up the following:

**Australia:** Ken and Christie Hardman had bought this car, in time for it to feature in issue 150. The car was clearly in need of a little more than just some gentle tlc . . .



**Austria:** Hannes Silberbauer's car was pictured in issue 127, 10 years ago now. Apparently in need of some spare parts, Hannes' car looked otherwise to be a fine specimen.

Do you know what happened to either of these cars? If so, please let me know. If you would like to read more about them, many past *Flower Powers* are available in the Archive on the TMC website (with more to follow soon) — Ed.

# Editorial

Hello fellow members

I hope everyone has enjoyed the blisteringly hot summer (as long as 'blistering' doesn't, of course, refer to the effect of the heat on your Mayflower's paintwork). I hope you will agree that we have some interesting and informative letters and articles in this issue, and my thanks as always go to all those who have submitted items for the magazine.

As you will see, there was a very disappointing turnout for the the club's two main rallies; I hope you will all take on board the words of our Chairman and consider taking part in either or both of these events next year.

In our next issue there will be a selection of photos from John Oglesby (who provided the wonderful cover photo this issue). You will see that back in the 1980s the turnout for rallies and other events was, quite frankly, enviable.

Our Mayflower, 'Margaret', will not be on the road for one or possibly two more years, but we are looking forward to taking part with her once she's returned to her former glory.

On another rather sad note, John Oaker, who I'm sure most of you will know, has announced he is to retire next year as Club Secretary; he has performed this role more than admirably for the past 25 years and will be a hard act to follow. However, if you think you have what it takes to take over the reins from John, please let him know, he is more than happy to pass on his extensive knowledge to

help ease the way for his successor, whoever that might be.

Now on to what else you can expect in this issue: Paul Burgess has, amongst other things, provided some useful information about alternative outer track rods. Paul now has quite a comprehensive Mayflower stock supply — for more information please contact him or check for further information on the website. Paul has also found time to take part in a number of events and rallies since the last issue, as you will see!

Mark Smith continues with his tales of 'Aunt Mildred' and I'm delighted to report that he has managed to take her for a drive for the first time. More 'Adventures with Aunt Mildred' to follow in our next issue. Also well worth a read is a heart-warming tale from one of our newer members, David Whitfield. He recalls the important role the Triumph Mayflower has played in the lives of both himself and his wife.

Russ Hoenig, our Technical Officer for the USA, has been in touch from 'across the pond'; Russ always takes the time to get in touch for each issue. My thanks go to him and to everyone else who has contributed to this issue.

Happy reading, and of course happy Mayflowering — Barbara.

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1; and March 1. All correspondence should be sent to Barbara Davies by post or by e-mail.

## Ibstock Country Fair

Paul Burgess and John Castle took their Mayflowers to Ibstock for the village's annual Country Fair on Sunday, August 19. About 55 classic cars were in attendance despite the iffy weather. John is hoping he has cured his



ignition problems so he can get on to his list of "to dos" over the winter.



# Chairman's report

by John Castle

Hello all

I would like to start by saying what an upsetting turnout there was for our two main rallies. There were only three cars at Clayton and one at Ripon.

I can understand Ripon for that Sunday was the break of the heat wave and it was a very bad day —everyone was e-mailing me to say that they were not going because of the weather which was atrocious which made me decide not to travel 230miles to get there and back.

However there was one mayflower that did make it and it was Alan and Maureen Kormes and I am giving them the Chairman's Cup for turning up in that awful weather and taking photos and writing a report which you will find in this edition. Thank you both.

Please try and support your club and get your Mayflowers to a rally next year.

I would like to ask the members that live near Ripon to help organise our stand in this show as I live a long way away and I think if we had a more local person helping it would be good.

We should try to keep it going for Peter's (Benfield) sake — we can sort it out at our end and enter us in the show but someone needs to be there.

Happy Motoring  
John

## Welcome to new members

1248  
1249  
1250  
1251  
1252  
1253  
1254

Unfortunately we are not able to display members details at present

## New spares stock

The club has recently acquired a substantial stock of New Old Stock and used spares. Paul has loaned the club the funds to make the purchase of these spares possible. He and new member Phil Achurch collected them from the North using a van kindly loaned by the Triumph Sports Six Club. The TSSC have leased us more space at Lubbenham to house the new stock which has now been sorted and catalogued.



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Paul Burgess 01162 771051 or  
pburgess1956@gmail.com

*Letters***End of an era**

Dear Fellow Members,

At the last AGM at Lubenham in March, I gave the meeting notice that I intend to retire as "Membership and General Secretary of the Triumph Mayflower Club" at the 2019 AGM.

Having been in the job for 25 years, and also sold my Mayflower, I have reached the decision to pass on the baton.

If there is someone from the membership who would like to consider taking this baton I would be happy to share the working of the role with them. Please e-mail me.

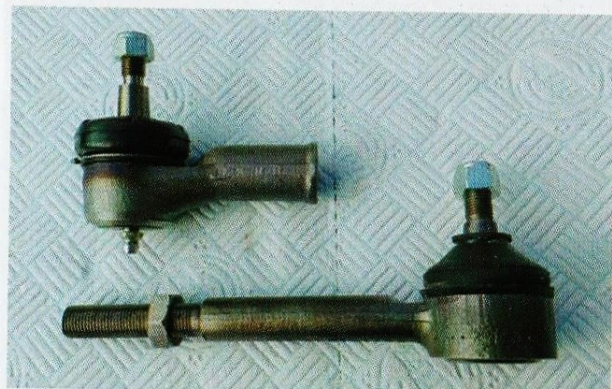
Thanks  
John Oaker

*John, I'm sure I speak on behalf of not just my fellow committee members, but also the entire membership, when I say how much you will be missed in this role and what a hard act you will be to follow! Heartfelt thanks from us all. — Ed.*

**Alternative  
outer track rods**

Having sold the last outer track rod I had in stock I contacted my usual supplier for some more. Unfortunately he didn't have any and was not optimistic about being to get any more in the future.

He did, however, say that Austin A40 Farina Mk 2 adjustable side rods had the right taper and would do the job so I ordered some to have a look.



They duly arrived and consist of a male and female track rod which can be screwed together to give the required 7½" between centres and locked with a lock nut.



Unfortunately, it seems that these are also in short supply. My supplier also informed me that Triumph Herald, GT6 and TRs are also the right taper.

The TR2/3 has a pair of male track rod ends with LH and RH threads with a tie rod (threaded connecting tube) and these are available so I ordered a set to check that they could be set to the right distance between centres. They can.



I will aim to stock one or both of these alternatives for our outer track rod in future.

If you decide to go down the Herald/GT6 route they are female track rod ends so you will also need a threaded connecting rod and lock nuts.

Paul Burgess (1200)  
TMC Spares Coordinator

# Have you any Meccano left?

This charming Meccano model was created by Alan Esplen of 'Alan's Meccano' (website: [https://www.alansmeccano.org/models/pic90\\_Number\\_7\\_Coupe.html](https://www.alansmeccano.org/models/pic90_Number_7_Coupe.html)). Why not take a look and dig out your old store of Meccano from the loft? Or see if the grandchildren could have a go! — Ed



## *Letters*

### **Worth noting**

Dear Ed,

Further to my article in *Flower Power* (160) about the SORN (Statutory Off Road Notification) regulations I was interested to note the following information published in *Classic Car Weekly* on August 8, 2018. During the financial years 2016/17 and 2017/18 the DVLA fined

559 classic owners a total of £8995 for not declaring their cars as licenced or on SORN.

So UK owners please make sure your Mayflower is either taxed (free) or you have made a SORN.

Regards

Paul Burgess (1200)

*Paul, a big thank you on behalf of myself and our readers for bringing this to our attention.*

## **WANTED YOUR CONTRIBUTION**

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

## Rallies and Events

### **Ripon report**

Unfortunately the weather was atrocious for the Ripon Show and I had e-mails from most of the people who had said they were attending that they would not be attending.

I decided that because I had so far to travel I also would not attend. One brave soul, Alan Kormes, did attend and I am sending his report and photos which he kindly said he would do for me. I would like to give him a very big 'thank you' from us all.

*John Castle  
Chairman & Rally Secretary*

Hi John (Castle),

Here at last. Right where do we start, weather is brilliant if you're a duck so off we go to Ripon. Raining quite heavily but I'm sure it will blow over.

After about 15 minutes into journey wipers stop working, not that good anyway! Managed to arrive safely so on to show ground, only about one third of cars normally in attendance.

We drove round to the Mayflower club stand, no problem finding a spot to park but surely somebody will turn up soon but not to

be. A few people asked "Are Mayflowers getting to be a rare motor car?" To which I replied "Today, yes it would seem so."

So had a walk round, motors on display were nice but wet, had lunch in the car, sat for a while watching rain. So presented myself with awards for 'Best in Show', 'Distance Award' and 'Runner up' — ha, ha! Then packed up and off back to Cullingworth, still no wipers!

*Better luck next year?  
Alan Kormes (580)*

### **Hinckley Town**

Paul Burgess and Chad Brown took their Mayflowers to Hinckley town centre for its final evening meet of the season. A total of 76 cars were in attendance. Nice to see Chad with his Mayflower back on the road with clutch and petrol tank repaired, coming all the way from his new abode in Birmingham.



*Alan's lonely Mayflower in the club stand at Ripon*



# Driving Aunt Mildred

**Mark Smith takes to the road for the first time but as always with an old car there were a few surprises!**

IT HAD BEEN a frustrating week. Mildred Mayflower had been stuck in the lock-up. Oh I'd visited her occasionally and started her up, even driven her out of the lock-up but only a few yards.

Mildred required her brake master cylinder changed as the brake fluid was finding its way past the inner seals when any amount of pressure was applied to the peddle but she had been booked into my local garage on the Friday for the surgery to be carried out. Still, it was frustrating seeing the car sat there and not being able to let her stretch her wheels.

In order to help the time go a little faster and give myself the feeling that I was actually doing something to improve Mildred's wellbeing, I spent the evenings scouring the pages of eBay for Mayflower related 'stuff'.

During one such session the thought entered my head, 'Could I find a set of spare keys?' I searched for 'Classic car keys' and found a site that could supply new copies of all three keys. The company cut new keys to order, just had to supply them with the relevant numbers and the quantity required so I ordered two sets as the original keys were very worn. At around £20 and free postage, I thought it was bargain.

On another visit to eBay, I found another site that could supply two 'Mayflower' leather key fobs and ordered those too ready to receive the new sets of keys. The next few days were very exciting waiting for the postman to arrive, every day felt like Christmas Eve waiting for Father Christmas to call!

On yet another evening visit to eBay I found an April 1952 copy of *The Motor* magazine that carried an article about the Triumph Mayflower so had to have that to put in Mildred's history folder. Friday eventually arrived. I was going to get my first drive in Mildred, even if that drive was only half a mile to the garage. I have to say, that first drive was a little hairy. As I said earlier, the brake fluid was leaking so the brakes had to be used sparingly and not relied upon for an emergency stop.

This was fine until I reached the top of the road on which the lock-up was situated and had to stop on an upward facing hill where it met the road leading to the garage. I have no idea why it is but that road is always quiet until I want to either turn on to it in a car or cross over it on foot when it seems that half the drivers in my district decide to take a short cut!

I was held at the junction for what seemed like hours but was probably 30 seconds trying to hold the car on the handbrake as I feathered the clutch ready to



## FLOWER POWER



pull out as soon as an opportunity presented itself. Eventually, things reached the point where the other half of the town's drivers had decided to take an alternative route for long enough to allow me to turn left and head down to the garage.

I parked Mildred outside the garage, handed over the keys after letting them know that replacement master brake cylinder was on the passenger seat and asked them to give me a call when the car was on the ramp so I could have a look at the underneath and then walked home to await the call.

Friday morning was wet, just like the previous two Fridays so cutting lawns for my customers was out so I spent the morning preparing and printing September Invoices. I had just finished the last one when my phone rang. I was told the car was ready and if I would like to come and collect it now, I could have a look underneath.

I returned to the garage and was shown the underside that was in very good condition for a 65-year-old car. There were just four small holes in the inner body sections where the body met the front and rear chassis sections. These, I assumed, would need welding until I found out they were drainage holes that would originally have been fitted with rubber grommets incorporating drain tubes!

The rest of the chassis was in excellent condition. I was told by Wally at the garage, that if the car was put through an official MoT using the criteria that applies to a vehicle of this age, Mildred would pass with no advisories. That was good enough for me!

The car was given a safety inspection and the brakes checked on the rolling road where they gave a better performance than those on the Dolomite I had recently sold, not bad for a 65-year-old all-drum set up!

I drove Mildred back to her lock-up and walked home happy in the knowledge that I have a safe car that had many more years in front of her and couldn't wait for Saturday morning when the plan was to take the family out to lunch somewhere local and give the car a proper shake-down as well as get to know Mildred a little better and as do a bit of a photo shoot.

Sadly, as Friday evening worn on, it became clear that the forecast for Saturday was grim. Rain was forecast from 11.00 am and predicted to last all day and through the night to the early hours of Sunday. Saturday was looking like a write-off.

The situation only looked grimmer when the rain started around 9.00 am on Saturday morning. It wasn't heavy, it was far more irritating than heavy rain as it was light showers interspersed with sunny intervals but the



## FLOWER POWER

forecast was still showing heavy rain. At least if the heavens open for hours on end, you knew where you stand but as things were, was it going to pour or was it going to miss us and be sunny?

The morning worn on and the situation didn't change, it was still neither one thing or the other. Around 1.00 pm, it seemed to have been dry for an hour and the sun was shining but it looked very grey over Bill's mothers.

What to do? Stuff the weather, lets go for it we said so I walked round to the lock-up and fired up Mildred, we were going for a drive! After collecting the girls and throwing the camera and tripod in the boot, we headed on to the open road for the first real drive in Mildred since she arrived. We stuck to the original plan and headed to the Great Central Railway's (GCR) station at Quorn to park up, have some lunch and take a few photos.

The drive was interesting! As expected in a car of this age, the steering is a little, shall we say vague. Perhaps that is not quite the right word as the steering does take the car in the general direction intended but straight lines are a little more difficult. There is a little play in the steering mechanism but I was told by the garage that it was within the allowed tolerances so I guess it's just a case of getting used to it.



The gears are surprisingly easy to select as long as you take your time in doing so and not have a flashback to your younger days and think you have suddenly become Paddy Hopkirk!

The diving technique does need to be learnt but in fairness it doesn't take too long and you'll never be going fast enough to interfere with thinking time. If that sounds derogatory, it is not meant to be. Mildred is a lovely car, a car that should potter from A to B in stately manner. She's an old lady but a kindly one and we found she puts a smile on the face of everyone who meets her (unless you happen to be stuck behind her in a Ferrari) as we found out after we arrived at Quorn Station.



## FLOWER POWER

The GCR was not very busy on that Saturday. There were no special events on that weekend so the car park that used to be the old marshalling yard was almost empty of visitor's cars and there were not many visitors wandering about but those that were made a be-line for Mildred.

We had a number of people come up to look at her and take photos. We also saw people riding on the trains pointing to her from their carriages as they waited for their train to pull out of the station. I saw a few children pointing and attracting the attention of their parents as they stared out the windows and they waved to us as the train moved off.

This little car that was never that popular when it left the factory all those years ago and

We took a few photos in the sun and then headed in to the Butler Henderson café for lunch. Sadly, the gloom had descended again by the time we had finished lunch and it wasn't long before the rain had returned but we managed to take a few more photos.

I moved Mildred to a couple of different locations within the old shunting yard to try and get a few period atmospheric shots before backing her up to the fence that divides the yard area from the railway lines and waited for the next southbound train to arrive which was being pulled by a lovely steam engine called *Leicester City*.

The train pulled in and I managed to get a shot with Mildred in the foreground and nothing to give away the fact that the photo was



has generally passed today's classic enthusiasts by, brought a smile to the faces of those that saw her that day as well as to myself and the girls who have taken Mildred to their hearts.

As Mick Fleetwood of Fleetwood Mac said when he guested as the 'Star in a Reasonably Priced Car' on *Top Gear* a few years ago, we classic car people are a sentimental lot and he was right. If you are a true classic car enthusiast, you will understand our love for Mildred, just as you will understand the love other owners have for their Allegro or Marina. You might not share that love but you will understand it.

taken around 50 years after steam engines ceased to run on our national networks. By the time the train pulled out of the station, the rain was setting in again and as Mildred's windscreen wipers are not very good (since replaced), we headed for home proud of the old lady and eager to ride in her again as soon as possible.

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*Letters*

**NKA 947 history**

Dear Editor,

While trying to research the history of NKA 947 I managed to get back to a Northern Ireland owner in 1980 from a photocopy of the old buff log book supplied by the DVLA. He was the owner of a family run garage and I found that the garage was still in existence and run by his son.

I was able to get in touch with him and he told me that he had acquired two barn find Mayflowers and made NKA 947 up from them. He kindly sent me some photos he had from a classic car show at Springhill House, Moneymore, County Londonderry, NI, in either June 1980 or 1982.



The car was later sold on and was apparently a barn find again in the late 1980s when it was brought to Cambridgeshire and restored again.

I managed to contact the restorer and he kindly sent me a copy of the June 10, 1993, *Cambridge Evening News* in which he was featured preparing for the London to Brighton Classic Car Run. I then found a photo online of the car at the finish of the run in Brighton.

Best wishes  
Paul Burgess (1200)



*This is fascinating, Paul; it's always satisfying to be able to trace the history of our Mayflowers. Sadly this will be more difficult with 'Margaret', our car, because some years ago her registration number had to be altered. — Ed*

**Rear axle**

Hi Rob,

In response to your request for information regarding the rear axle in the last issue, I hope you will find this helpful. Your assumption about the two clips securing the traverse brake line is correct. I've just looked at three axles and they all have them. The clips are actually a Ford 'N' tractor item and are readily available.

That is a good question about the vent tube. It would seem logical but the maintenance pictures of rear ends do not show a tube. Having said that, I'm going to add a short rubber one to our car, with a screen to prevent bug entry — we have wasps in the States known as 'mud doblers' that love small holes, so thanks for the suggestion!

Regards  
Russ Hoenig (1035), USA

*Readers: If you would like more information about this, see Rob Davies' letter in the last issue — Ed.*

## Rallies & Events

### **Drive It Day**

I had intended to go to Gaydon for 'Drive It Day', but the forecast wasn't brilliant (again!) so I decided to stay local. As I was without a navigator, I decided to forego the organised run and go straight to the finish venue.

Usually this is at Lutterworth Museum, but they have apparently lost some of their overspill parking and so they teamed up with Lutterworth Sports Centre to hold it in their car park.

The car had just achieved its annual MoT (no advisories), and again attracted lots of comments on its new paint job. I was a bit nervous of the hockey match going on just behind but fortunately the ball stayed on the right side of the fence.

About 40 cars turned up to go with some exhibits the museum had brought with them, and there was lots of convivial company.

*Paul Burgess, 1200*

## Letters

### **Fergus numbers**

Dear Ed,

'Fergus Motors' was the major importer of Mayflowers into North America, back in the day. They added their own 'chassis tag' to all the cars sold and in some cases added a chrome 'Fergus Motors' script badge to the boot.

I have seen several tags in the numerous cars I've gone over in the past 10 years but have paid no attention to them. That is until David Rutherford recently wrote to me to say he'd discovered, on another site, an inquiry about a Mayflower that listed its 'Fergus Motors' number that was one off from his number! (remember, these are Fergus numbers and not the Triumph TT numbers).

If any owners have a Fergus number, I'd be really interested to hear about it.

*Regards*

*Russ Hoenig (1035), USA*

*Ok, get looking everyone! — Ed.*



*Paul Burgess took part in the 'Drive It Day' in Leicestershire, on the April 22, albeit by heading straight for the finish line!*

Letters

# Renewing an old friendship . . .

(One of our members, David Whitfield, has written a great account of how Mayflowers have played in the lives of himself and his wife. Many thanks to you both; I'm sure we can all relate to your tale — Ed.)



Dear Barbara,

My first car was a 10-year-old Mayflower, MYN 541, which I owned approximately 52 years ago at the age of 20 (shortly before becoming engaged to my wife to be). This car was a good introduction into the joys of motoring in the 1960s, and I recall that the engine boiled over at the top of the first hill out of Thame, Oxfordshire, where we had purchased the car.

On another occasion, the cylinder head gasket failed on the way to the Norfolk Broads and we had to leave the car for repair at a local garage. The bill for replacing the gasket was £3 7s 4d, including 5s 10d for oil. Those were the days!

Fifty years later, in 2015, my wife and I decided to take a trip down memory lane and buy another Mayflower. We were fortunate to buy a suitable model in Eastbourne, having previously made arrangements to insure a second car under my existing policy.

The first surprise was that the call to the insurers revealed that the Mayflower was not on the list of acceptable cars and could not therefore be included. After making local insurance arrangements, the second surprise was how basic a 1952 car is compared with modern motoring.

I eventually set off for the 60-mile return journey in gathering darkness, followed by my wife, but we missed each other on the motorway and I was unable to restart after stopping in a layby (apparently with a flat battery). Help from local strangers resulted in my overnighting in B&B accommodation in Steyning and a restart in the morning, when only a loose battery terminal was discovered.

Our first journey gave a foretaste into how the Mayflower can give rise to genuine interest and, in some cases, recall of happy memories of friendly people. Conversations at our first local show revealed stories of how a young sailor would use a Mayflower to transport six off-duty shipmates from Portsmouth to London, and an elderly lady recalled how it was the appearance of the Mayflower which gave her the determination to learn to drive.

We have no doubt that the Mayflower will continue to give pleasure to us, our young grandchildren and to others in years to come.

Regards

David Whitfield (1212)

Telephone: Isleham 255

**INVOICE**

Date: June 15th 1964

M. Whitfield

T. Triumph Mayflower

**B. BENNETT**

Motor and General Engineer

RED LODGE GARAGE, FRECKENHAM, SUFFOLK.

---

Disconnect and remove  
adjusts lead, fit new  
cyl head gasket, reft  
head - test engine

Labour 03hrs	2 5 0
1 Decal Set of gaskets	16 6
2pts Cabst 4x	5 10

Paid with THANKS

£3-7-4

The original bill and no VAT either!

*Rallies & Events*

**Standard Triumph  
95th Anniversary  
Picnic**

Dear Barbara,

John Castle having seemingly cured the problem he had been having with his car (coil he thinks) we decided to travel in convoy to the Standard Triumph 95th Anniversary Picnic being held at Wroxall Abbey near Warwick on Sunday, May 13.

We met up at about 9.00 am just off the A5 on the B4114 (it used to be called the A46 in the good old days!) and set off travelling through Shilton and Ansty to the Coventry Eastern By-pass. We went round Coventry, past Stoneleigh and on to the Warwick by-pass.

Next, a turn on to the A4177 Birmingham Road for a short run up to the Abbey, a journey of about 36 miles for me and 30 miles for John. Both cars behaved beautifully.

We were among some of the first to arrive at around 9.45 am and parked up next to the only

Renown to make it. After John had raised the club flag we were joined by Paul Norton in his Mayflower. We all had a good old natter during the day, enjoyed our picnic and had a good look around at all the other Standards and Triumphs that were in attendance, about 120 in all.

Having had a lovely day in the sunshine we decided to depart at 3.00 pm for a leisurely drive back. John and I again travelled in convoy and had a trouble-free journey home as did Paul.

Regards  
Paul Burgess (1200)





# Disappointing turnout for our National Rally

by John Banks

THIS YEAR'S Annual Rally was held on Sunday, June 17, at the Claydon Estate in Buckinghamshire. It was run in conjunction with the Renowns and the Roadsters.

The weather was quite cool and damp, with the threat of heavier rain never far away but the route to Claydon House (part of the Claydon Estate and a National Trust attraction) was fairly straightforward.

A timely arrival was achieved and after finding the correct entrance for vintage cars, Tim Newing welcomed us and advised us to park with the Renowns.

Due to the now windy conditions and restrictions on where and how many gazebos were allowed, it was decided to share the two structures that were already in place.

The Mayflower vehicles and the Renown cars were mixed together to make a great display, with the Roadsters all arranged opposite. The back-drop of Claydon House in one direction and the lovely Buckinghamshire countryside in the other made for a superb sight.

In total there were almost 40 examples of the three different types of Triumphs, with John Castle (ODV 692), Paul Norton (HTH 719) and Paul Burgess (NKA 947) all attending with their Mayflowers.



## FLOWER POWER



A newly restored Triumph 1800 Town and Country saloon, built in 1949 by Muliners in Birmingham, looked good — one of only 19 left. It incorporates the same body as the Renown.

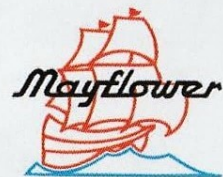
Another rare example was a Triumph Renown Limousine from 1952, one of only 191 built, with the feature of a partition glass panel to separate the driver from the passengers. It is always a treat to see these vintage vehicles, and to see the passion of the owners.



It was very kind of the Renown owners to allow us to use their facilities for our prize-giving and shows that the spirit of classic car events is friendly and aimed at giving pleasure to all who attend.

After saying farewell and thank you to the organisers, the journey home was navigated with a little help from a local lady and a lorry driver. Another fascinating day out, in a Triumph Mayflower, with the pleasurable company of like-minded people.

TRIUMPH



CLUB

### **Attendees cars**

Top: John Castle's  
ODV 692

Centre: Paul Norton's  
HTH 719

Bottom: Paul Burgess'  
NKA 947

# NATIONAL RALLY



JUNE  
2018



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