

Triumph Mayflower Club

TRIUMPH



CLUB

WINTER ISSUE 2018 No. 163



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2018-2019

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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: Mayflower at a car show in Ladner, British Columbia, Canada, full story on Page 16

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ANNUAL GENERAL MEETING

SUNDAY 17th MARCH 2019

11.00 am to 2.30 pm

AGENDA

- | | |
|--|---|
| 1. Apologies | 5. Election of Officers and endorse next year's committee |
| 2. Minutes of the last meeting — any action from these minutes | 6. Membership fees |
| 3. Chairman's report | 7. Rally matters |
| 4. Officers' reports: Secretary's; Treasurer's; Spares Secretary's and Regalia's | 8. Website ideas |
| | 9. Any other business |

**Triumph Sports Six Club, Main Street
Lubenham, Market Harborough
Leicestershire LE16 9TF**

Editorial

Greetings fellow Mayflower lovers!

I hope none of you have been washed away by all the rain we've had lately. As my Mayflower is yet to go on the road, I have no idea about the reliability of the car's wipers; any comments from anyone? Mind you, unreliable wipers are the least of my worries at the moment, as 'Margaret' doesn't even have windows, let alone doors!

Anyway, I hope you will agree that we have some really interesting articles in this issue (my thanks to all those who have contributed — in fact, I'm in the enviable position of having too much this time! Please keep them coming though).

As promised in our last issue, there is a wonderful array of old photos from former Club Chairman, John Oglesby. Dating from the 1980s and early 1990s, they give a good insight to the activities of the club, and its members, from that time. I'm also delighted to report that John has decided to rejoin us.

Erik Andersen, from Canada, relates the extraordinary tale of being reunited with his dad's first car (which is the car pictured on the front cover of this issue).

Mark Smith's 'Mildred' suffered a set-back recently; luckily the RAC came to the rescue.

FOR SALE

- Lubrication Chart — Good condition
- Original Loose-leaf Workshop Manual
— Reasonable condition
- Reprint Original Loose-leaf Workshop
Manual — New
- Original Handbook — Poor condition
- Original Spare Parts Catalogue — Fair
condition
- Reprint Spare Parts Catalogue — New
- Original Body Parts Catalogue — Fair
- Copy Original Body Parts Cat. — Good

Contact:

01775 760587/07484 262362

Read Mark's story, which is quite heart-warming.

Oh, and 'Mildred' — we wish you well for a speedy recovery! (although 'speedy' is perhaps a word we don't often associate with our beloved Mayflowers...).

There are informative technical articles provided by Stephen Coulman (Club Historian), Paul Burgess (Spares/Regalia Co-ordinator and Vice-Chairman), and one of our newer members, Mike Cutler. John Banks and Paul Burgess write about two events that have taken place recently — both successful events, so let's hope this will set the tone for next year's events and rallies.

Coming up in the next issue: John Banks will be telling us about the 'Lancaster Insurance Classic Motor Show', which took place at the NEC, Birmingham, in November. We will have information on the (successful) search for rear shock-absorbers.

There will also be stories about the unearthing of a gearbox bush replacement tool, and much more! Please send me anything you think might be of interest to your fellow members.

Happy reading, happy Mayflowering and of course a very happy Christmas to you all.

Barbara

Copy dates

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

Welcome to new members

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1256
1257
1258
1259

Unfortunately we are unable to display members details at present

Chairman's report

Hello all

I have just had a stern reminder from Barbara, the *Flower Power* Editor, that I need to write the Chairman's report, but I do not really have a great deal to report.

On a personal note, I am recovering from a hip operation and have been laid up, with no driving allowed, for two months. I did start up the Mayflower and give it a trip out on a sunny Friday afternoon; all went well, but it reminded me of all the jobs I want to do this winter.

In November, we were invited by the Roadsters to join them at the NEC Classic Car Show. On the stand was Chad Brown's Mayflower, plus a Renown and a Roadster (watch out for John Banks' article in the next issue, Ed.)

As you know, John Oaker is giving up the role of General Secretary, after 25 years. To date no one has applied for the post, so if any member has the time and skill to take it on please do apply. We need your help!!!

Paul Burgess is still doing a fine job with the spares and keeps adding to them at Lubenham. If you want any parts, do get in touch with Paul; he is very helpful (see the website for details — Ed).

Next year's Annual Rally will be on Sunday, June 23, and will be held at 'Coughton Court', Alcester, Warwickshire. As usual we will be joined by the Roadsters and the Renowns; please put this on your calendar and come and support the club.

Finally, the AGM is at Lubenham on Sunday, March 17, 2019 at 11.00 am; please try and attend and support your club.

Wishing you all a very Happy Christmas, and a prosperous New Year.

*Best regards
John Castle*

Thank you, John, and I'm sure I speak for all of us (some more sternly than others, it would seem!) in wishing you a speedy recovery and a swift return to driving — Ed.

Around the world in 26 letters

'B is for Belgium'; well it is in this instance. Nico Poortvliet (member 1059) submitted this picture of a Belgian-built Mayflower, being tested on the roof of the 'Imperia Car Works' in Nessonvaux, in the 1950s. It would have been hand-built, from a kit sent from Canley; sadly we can't see the colour, but it could even have been dark red (or, at extra expense, it could have been any colour you wanted!). My apologies for the quality of the photo; the original was extremely grainy — Ed.



Pictures from the past

My thanks to former Rally Secretary and Chairman of TMC, John Oglesby, for some wonderful 'historic' photographs of his Mayflowers. John explains the stories behind the photos:



1 This photograph was taken in the 1980s. I was asked by Phil Hall to take my car (my first Mayflower, FVL 435, bought in 1983) for a photo shoot on Bristol Docks.

The reason was the visit to the docks of steam tug 'Mayflower' — Phil wanted to use the photos as publicity for the club, in the local press, etc.

It was a marathon journey — Doncaster to Bristol and back, in a day. At the time I was a lorry driver, and I cannot recall being more exhausted after a drive. I do not recommend doing 370 miles in one day in a fifties car!



2 This photo was taken in 1988, at the end of the first Bradford to Morecambe Classic Road Run; a lovely day out, with FVL performing perfectly.'

FLOWER POWER



3 FVL was my first Mayflower — pictured here in 1983, alongside my brother's vehicle.



4 Taken in 1986, this photo features the late Andy Keogh standing by FVL; he helped me with some bodywork restoration. I believe the car alongside (AEY 717) belonged to Harvey Woods.



5 This was taken in 1988, at a Rally held at Sudeley Castle as was next photo on the following page.

FLOWER POWER



7 I believe this was another Rally, which took place at Blenheim Palace [If only we still had this sort of attendance — Ed].



8 To the right of this picture, which was taken at Weston Park, are Peter and Sue Benfield (facing the camera) deep in conversation with Alan and Maureen Kormes. [As a relative newcomer to the TMC, I am well aware of the enormous contribution that the late Peter and Sue made to the club over many years — Ed]



9 Peter Benfield, on his way to the first ever Northern Rally.



10 September 14 1986: Standard Triumph International Rally, Coughton Court.



11 I took this photo at Phil Hall's in Bristol, before trailering it to Peter Benfield's home near Whitby. Once the mechanics and bodywork were restored, and the car given a coat of silver paint, Peter then used it as his wedding car when he married Sue. The car was later used for the Oxford Diecast silver model. [Does anyone still have one? If so, a photo would be lovely — Ed]



12 Bonnie, my last Mayflower in around 1992. — *If anyone else has any photos they'd like to have featured in the magazine, please let me know. Also, John believes FVL 435 is being restored by Jamie Lane (John sold the car to Jamie's father, Dave, in the late 1980s). Do you have any information that I could pass on to John? — Ed.*

WANTED YOUR CONTRIBUTION

Any stories about

Your Restoration — Your trip to a Rally

Your day out — Your Mayflower

Please send them to the Editor

Transportation extravaganza

by John Banks, 1179

THE CALENDAR SAID September 16, the significance was the Annual Classic Motorshow extravaganza in Hinckley . It was the eighth time it had happened and each year more and more entrants participate; a great testament to the superb organisers and volunteers from Hinckley Bid. It was arranged to meet John Castle and then drive in convoy arrive early to park up all of the Mayflower vehicles next to each other.

A prime location in the centre of town was achieved. The large Triumph Mayflower Club flag was unravelled and unveiled, with promotional leaflets placed under the windscreen wipers, all to help promote the club and encourage interest in these unique cars.

The organisers estimated that 27,000 people visited the show and that over 800 vehicles



attended. The choice for the petrol head was mesmerising. All marques and types, classic and modern were present, motorbikes and scooters too. From big to small, four wheels, three wheels, two



wheels, there was something for all. On display were three Mayflowers, arranged together in Market Place. We had the recently restored 425 YUR Mayflower that Roger Huntley drove to the event; Paul Burgess' NKA 947 was on display; and Chad Brown brought "Little Nell", 617 YUA.

Everyone had a trouble-free journey and John Castle was pleased to see the three Triumph cars safely lined up in a great location. The weather was kind, very pleasant to walk around amongst the crowds of people and many spectacular vehicles on display.



'Drive Your Triumph Day'

Dear Fellow Triumph Owner,

It's time to make plans for 'Drive Your Triumph Day' on February 10, 2019.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 60th anniversary.

As you may remember a few years ago, I encouraged members of our club to drive their Triumphs on February 10, to celebrate Sir John Black's birthday, the man who organised Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

The first year about half a dozen members participated, and it's been building momentum every year since. Last year I received about 250 photos from all over the world: Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA.

I'm hoping to double that number this year!

The concept is straightforward. On February 10, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo.

The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view or in your driveway. If it's the middle of

continued on Page 15



Removing the steering wheel

Mike Cutler, one of our newer members (welcome, Mike!), has written a really informative article about removing a steering wheel. Good luck if you have a go — Ed

REMOVING THE Mayflower steering wheel is an easy task **but** you must follow the following points; otherwise you will have a broken centre section.

Firstly, the centre Bakelite section is fixed to a stator tube that goes the whole length of the steering column. It is held in place by a nut and olive at the base of the column (just like a gas fitting). **Do not try and prise the centre** from the steering wheel, or at the very least you will end up smashing the internal mechanism!

Unbolt the nut at the bottom of the column, disconnect the electrical wires and attach a stiff wire to the electrical cable (at least the length of the column). Do not undo the four bolts at the base of the column, as they retain a number of ball bearings which will drop out all over the garage floor!

Now, this is very important: unscrew the three tiny grub screws that are in the side of the steering wheel (difficult to see but imperative to remove) — they need to be sufficiently out to allow the centre Bakelite section to pull up. **Do not** hit the stator tube at the bottom to push it up — this will smash the indicator and horn mechanism.

Gently ease the centre section up from the steering wheel — **do not prise** or use too large a force; it should come up with gentle force, but if not, remove the three grub screws completely and put them somewhere safe. Once you have drawn the centre section and stator tube up, together with the wire you have attached — this is important for the reverse procedure.

Completely remove the centre stator tube and the wire you have attached. With a large socket undo the steering nuts. Gently pull the steering wheel off the column. If it is stubborn, use a puller, or gently tap the underside (not the best way, though); rocking will also help, plus a liberal use of easing oil. Try not to damage the bottom of the steering wheel.

Reversing the procedure is easy: Replace the wheel and tighten, thread the attached wire down the steering column until it emerges at the bottom, slide the stator tube down the column,

replace the grub screws in the wheel and fit the holding bolt and olive at the bottom. Reconnect the electrical wires.

Hope it goes well for you. Remember: do not use force; put the hammer away! If it's stubborn, you need to check again that all nuts and grub screws are out. If you want to disassemble the Bakelite centre . . . Take a good look first; it's full of springs and connections. Another story perhaps!

Mike the Herald/Mayflower Man

Letters

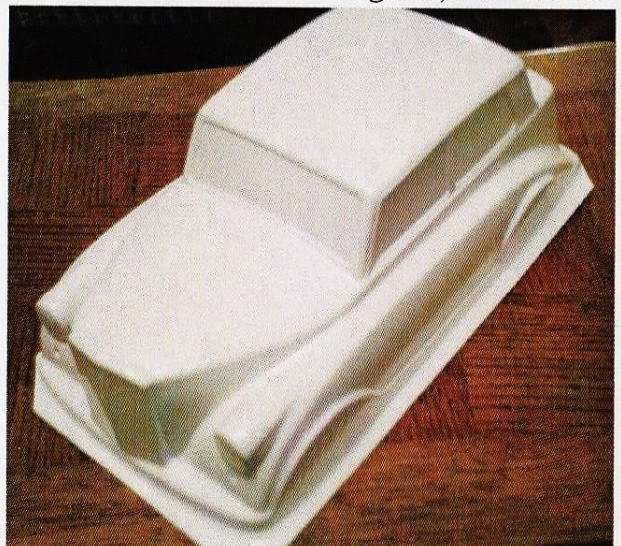
A winter project

Our Treasurer has found something to keep himself busy during the long winter nights! (Paul has also made a wonderful Meccano model, which I will feature in our next issue — Ed)

Hi Barbara,

Just thought the readers would like to see my latest Mayflower winter project. The mould was bought from a company called 'Kamtec Model Sport', based in Bognor Regis. The company specialises in body moulds for banger-racing radio-controlled model cars; their website contains some very colourful creations and I would love one to turn up at the annual rally one year!!!

Regards, Paul Norton



A bit of a wobble

Mark Smith continues his tales of Mildred

SATURDAY MAY 19 started well. The sun was shining and the morning was pleasantly warm, very unusual for a British Spring Saturday.

After a leisurely breakfast I mounted my Victoria Pendleton bicycle, purchased during last year's Black Friday Halfords sale primarily for the commute to and from the lock-up garage a couple of streets away where our lovely Triumph Mayflower Mildred is kept, and set off for the corner shop to collect our Saturday *Times* before heading round to collect Mildred.

The usual pleasantries were exchanged with the shop owner who always asks me what I'm up to that day. I explained that I was just off to the lock-up to collect Mildred and that Christine, Georgia and I were heading off to the lunchtime meeting of the Charnwood Custom Cruisers at Hathern where we planned to have our usual sausage, egg, chips and beans lunch at Lisa's Diner before looking around the other cars and chatting to a few of their owners.

I had then planned to drop Christine and Georgia off in town on our way home, where they were going to pick up a birthday balloon and banners, before delivering them to the Bella Italia Italian restaurant where Georgia was having a pizza party with a few school friends the following day for her 10th birthday.

We set off from home around 12.30 pm, in good spirits and with the sun still shining, and Georgia full of excitement about her birthday the next day. We had just got to the traffic lights on King Street where it joined the A6 to town, when the lights turned red and we stopped with one car in front of us. I looked in the door mirror and watched a Transit sized van pull up behind me.

As I looked ahead again, the lights changed to green and the car in front started to pull away. When we had pulled up, I had knocked the column change gear selector into neutral and applied the umbrella-handled handbrake — it was a good thing I had! As I depressed the

clutch pedal ready to select first gear, there was a terrific snapping sound and the pedal hit the floor and stayed there; we were going nowhere.

I knew the clutch mechanism was mechanical rather than hydraulic so assumed it was cable operated and that the cable had snapped. I got out of the car and went round to the lads in the van behind to explain what had happened. The passenger got out and pushed us the short distance across the A6 and into a lay-by parking area opposite.

We ended up parked on the double yellow line area, just before the start of the proper parking bays, but there was no way we could have manoeuvred the Mayflower into a parking bay even if one was available. At least it was parked in a safe manner and not causing an obstruction.



Mildred awaiting her rescue

I lifted the bonnet to get extra light through to the gearbox area under the car and crawled underneath to inspect the damage. I was amazed at what I saw — the linkage was not a cable but a ¼" thick steel rod which had snapped at the point where the threaded section began that attached it to the clutch pedal. A ¼" thick steel rod, snapped clean through!

There was nothing I could do other than call the RAC, so I told the girls to continue into town, have some lunch and sort out the balloon and banners for Georgia's party and I would stay with the car until the RAC arrived.

The RAC call centre operator told me it would be somewhere between 20 and 45 minutes to get an engineer to me. I had explained to the operator that they would need to send a breakdown truck to take the car back home as it couldn't be driven; I would have to track down a spare clutch rod and repair the car myself in due course.

While I waited for the engineer to arrive, I rang Paul Burgess and told him what had happened and asked if he knew if we had any spares in the club. I also had to cancel a planned publicity photo shoot at Stonehurst Farm, Mountsorrel, that we had organised for the Monday evening as I had no way of getting the car back on the road over the weekend.

I had just got off the phone to Paul when I received a call from the RAC's engineer to advise me he was on his way and would be with me as soon as he could depending on the traffic (he was over at Syston, near Leicester, and hoped to be with me in around 20 minutes).

As I waited in the sun, sitting in the driver's seat of the car with the door open and the bonnet up, I had quite a few people walking past stop to talk to me about the car. The younger ones wanted to know what the car was and the older ones who knew what it was just wanted to look; everyone who stopped said how much they liked it.

Even when Mildred is under the weather she just seems to generate so much goodwill and you can feel the affection people have for her, which I just find so amazing.

The RAC engineer was as good as his word and arrived more or less to the minute of his

predicted time. As he pulled up behind Mildred I instantly saw he was quite a young chap and the first thought that went through my head was that he wouldn't have a clue what to do because he wouldn't be able to plug in a laptop.

How wrong I was! I walked up to his van door before he'd had a chance to get out and told him that I'd told the operator to send a low-loader as there was no way the car could be repaired. He smiled as he got out of the van and asked me what had happened.

Clutch rod

I explained that the clutch rod had snapped and that there was nothing he could do as I would need to track down a replacement. He said he had a collapsible trailer in the back of the van and could get the car home for me if all else failed, but he'd have a look first.

He got a torch out of the van and proceeded to clamber underneath Mildred. After a quick inspection he got up and with evident pleasure on his face said to me: "I think I can get that fixed!" "Really?" I replied. "Yes" he said and went to get a few tools.

Within two minutes of arriving he had removed the broken rod and then returned to his van to make a phone call. He then told me he'd rung a local exhaust centre which had agreed to have a look and hopefully weld it up. I was amazed for the second time in an hour! He got back in his van and drove off saying he'd be back as quickly as he could.

I settled back down in Mildred's driver's seat and waited in the sun for the RAC engineer to return; again, spending my time chatting with

passers-by. Time ticked by and eventually Christine and Georgia returned from their jaunt into town. Soon after, the RAC engineer returned as happy as Larry, as he'd been able to get the clutch rod welded up and free of charge too!

He then proceeded to re-fit the rod to the car. Within a few minutes Mildred was mended and the engineer had the biggest smile on his face — he was so happy that he'd actually been able to do some real 'mechanicing', instead of just plugging in a laptop to



The cause of Mildred's breakdown

diagnose the fault (and then usually having to tow whatever car was broken down to the nearest garage).

I thanked him and asked his name — he told me his name was Jack — and was as pleased as punch when I asked him to pose with Mildred for a photograph. We said our ‘goodbyes’ and went our separate ways.

Christine and Georgia got back in Mildred and we drove home full of praise for Jack and the RAC.

As soon as we got home I went on the RAC’s Facebook page and posted the photo of Jack with Mildred; praising him for his excellent service. Within a few minutes I had received a reply from the RAC thanking me for my feedback and asking if I would send my membership number in a private message so they could track down the call centre that dealt with my initial call, in order that they could pass on my thanks to Jack. This I did; I then went outside to give Mildred a nice wash down and a bit of a polish before returning her to her lock-up.

I later reported my experience on various Facebook car groups and thought that was the end of the matter, but it wasn’t! A few days later I received a letter from the RAC: I assumed it was either a general circular, or a questionnaire about my breakdown experience, but it was in fact a personal letter from the RAC’s customer care team, thanking me for taking the time to praise their engineer and report my experience!

I am aware that other people may have different feelings about the standard of service they’ve received from the RAC but I can’t praise Jack enough — it was old-school and of a standard we used to expect in a different age.

As I started writing this piece, I heard from Paul that he had found a replacement clutch rod among the club spares stock, so I’ve put my name on it and will swap it for the welded original as soon as possible. I know people say that a weld can be stronger than the original material but once bitten . . .



Rear light wiring

Dear All,

I would appreciate digital photos off inside the boot / trunk showing the wiring to both near side and offside lamps to help me trace an issue.

I have a wiring diagram but my loom is not standard colours.

Your help appreciated.

Many thanks.
Stephen Coulman. (785)

NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess

E-mail:

pburgess1956@gmail.com

Letters

Market Harborough Winter Meet

Dear Ed,

Member Roger Huntley and I met up on a lovely November morning at the Innovation Centre near Market Harborough on Sunday, November 18.

Roger travelled from Atherstone, a distance of about 30 miles (or it would have been if he had been able to find the location, the marshals trying to get his attention as he drove past at least twice), whilst I travelled the 15 miles from Blaby. We joined about 20 other classics whose



owners had taken the chance to give their cars an outing in the sun. I also had the added bonus of Roger doing a little fettling to my carb to improve the tuning.

Paul Burgess

TMC Vice Chair, Spares & Regalia Co-ordinator

Alternative Gearbox Mounts

by Paul Burgess

My apologies to Paul Burgess for not including this in the last issue — Ed

RECENTLY I HAVE had a few enquiries about gearbox mounts. The club has recently bought a substantial stock of spares (see the new catalogue) and amongst the items was a used Mayflower gearbox mount and what turned out to be a NOS TR gearbox mount.

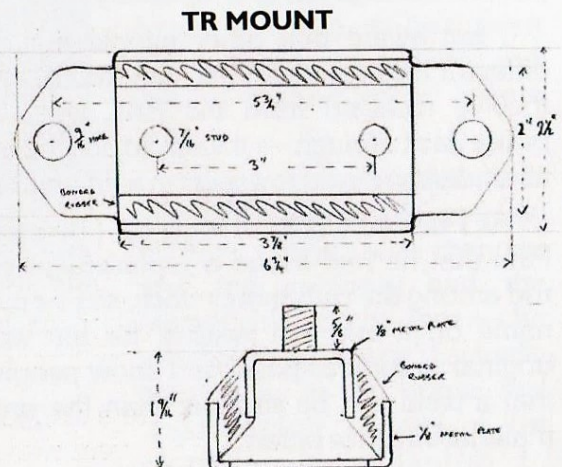
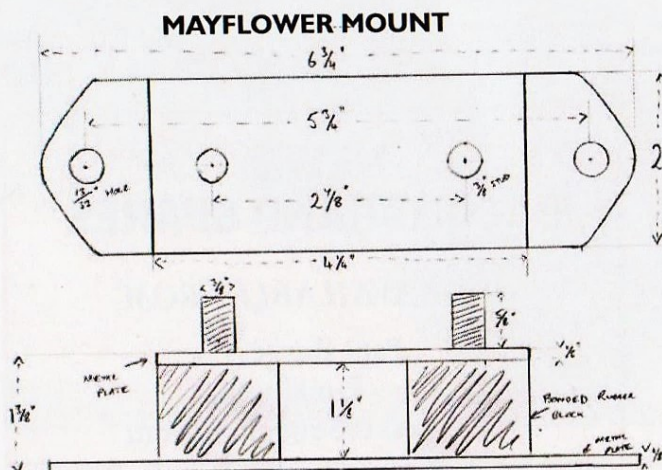
The main differences are that on the TR mount the studs which go through the cross member are slightly bigger and are $\frac{1}{8}$ " further apart, the holes for the gearbox bolts are slightly bigger and the TR mount is $\frac{3}{16}$ " deeper.

So, to use the TR mount you would need to enlarge and elongate the stud holes in the cross

member. Drawings of each mount are shown below.

The TR mount is still available and has the part number 104086. I now have some in stock.

If you are aware of any other fixes, bodesges or alternatives which can be used to keep our Mayflowers running which are not already included in the Spare Parts Manufacturers' Codes, Equivalents and Alternatives booklet please let me know so that we can share the information.



*Letters***New upgrades**

My thanks to our Club's Historian, Stephen Coulman, for these safety upgrade suggestions; as someone who is a little concerned about travelling safely in 'Margaret' (when she finally makes it onto the road), it's great for me to know that there are possibilities to improve safety without detracting from the car's authenticity. — Ed.

Dear Barbara,

I have made four recent upgrades to my 1951 Triumph Mayflower that members may be interested in:

I installed an electronic ignition system — 'Powerspark' D3A4 positive earth ignition kit, Bromsgrove B61 7DG. Tel: 01527 889453 or sales@simonbbc.com. Cost was £44.95.

The kit is very simple to install (about 30 minutes) and is contained entirely within the distributor cap. My Mayflower runs and starts so much better and can be easily returned to standard.

I also replaced the bulbs in the semaphore indicators with very bright flashing LED bulbs from Classic Dynamo & Regulator Conversions, Saxilby, Lincolnshire LN1 2PZ. Tel: 01522 703422, info@dynamoregulatorconversions.com.

A 10-minute job to install/return to standard. Not cheap at £50 but the semaphores are now

really noticeable and since fitting it is clear other drivers notice my turn signal. A good safety feature for today's driving conditions.

I had a stainless steel exhaust made by Tube Engineers Ltd of Market Rasen, Lincolnshire LN8 3WA. The standard of customer service and the work undertaken was excellent. The tubing was widened slightly to allow better flow of exhaust gasses and is noticeable in 'performance'.

Cost was £250 plus VAT. Tube Engineers have an electronic pattern now from my car and other systems can be ordered via Mike on 01673 862286 and sales@tubeengineers.co.uk.

Lastly, I have installed Unwin tracking to my Mayflower floor so that the original seats may be removed and 'safety seats' with built-in seat belts, head rests and arm rests installed.

The changing of seats takes about 20 minutes and the initial conversion work two hours. I have had the work independently inspected by an auto engineer and it has since passed an MoT. A good safety feature for journeys in today's driving conditions. If any members are interested, I could provide more details/photos?

Other than a shiny new exhaust (which will dull with use), and when the 'safety seats' are installed, the above do not detract from the originality of my Mayflower. I often drive long distances and I like to enjoy my Mayflower and be safe.

Regards
Stephen Coulman (785)

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the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to e-mail a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and the place the photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterstock.com>

This year February 10 falls on a Sunday, so lets make this a big worldwide event with club

drives and lots of photos. Remember, it's a new photo taken on February 10, 2019.

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10.

Regards,
Rye Livingston, Activities Chairman
Triumph Travelers Sports Car Club
Celebrating our 60th Anniversary
1960 Triumph TR3A
Mobile: 530-FIND-RYE

Letters**My dad's very first car . . .**

Dear Barbara,

When I was eight years old (that was in 1957) my family emigrated to Ontario, Canada. I'm not sure how much later (probably six months or so), my dad bought his very first car at a local used car lot. You guessed it, it was a Triumph Mayflower.

He kept it for a couple of years before trading it in. Ever since my older brother and I got out of high school, we have been trying to identify the make and model of that car.

We could remember some details of the car, including the unique body shape, the turn signals, trunk opening and grill. We never saw another car like it in over 60 years, but never forgot the car and never stopped looking.

Yesterday, I went to a classic car show in our small town of Ladner, BC. When I spotted the

car in the attached picture, I immediately knew the search was over. I was so excited and sent the photo to my brother. He was equally certain that we had finally found it.

Do you by any chance know how many were shipped to Canada? After an internet search, I believe there are two refurbished ones in British Columbia but they may have been recently imported from Britain or Europe.

I thought you might enjoy this little story.

Sincerely,
Erik Andersen
Ladner, BC, Canada

Erik: Stephen Coulman, the club's Historian, sent me the following which you might find interesting:

"I don't know how many were shipped to Canada but suspect it was in the hundreds. I heard an unsubstantiated report that due to poor sales a shipment was dumped off the coast in the St Lawrence River area."

Oh dear — Ed.

A Merry Christmas

and a

Happy Mayflowering New Year

from all your Committee Members

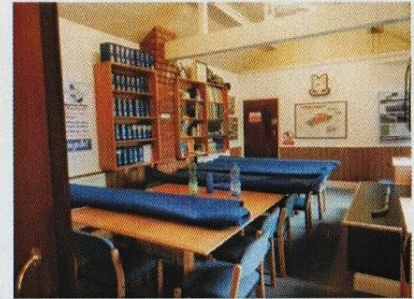
Triumph Mayflower Club

AGM

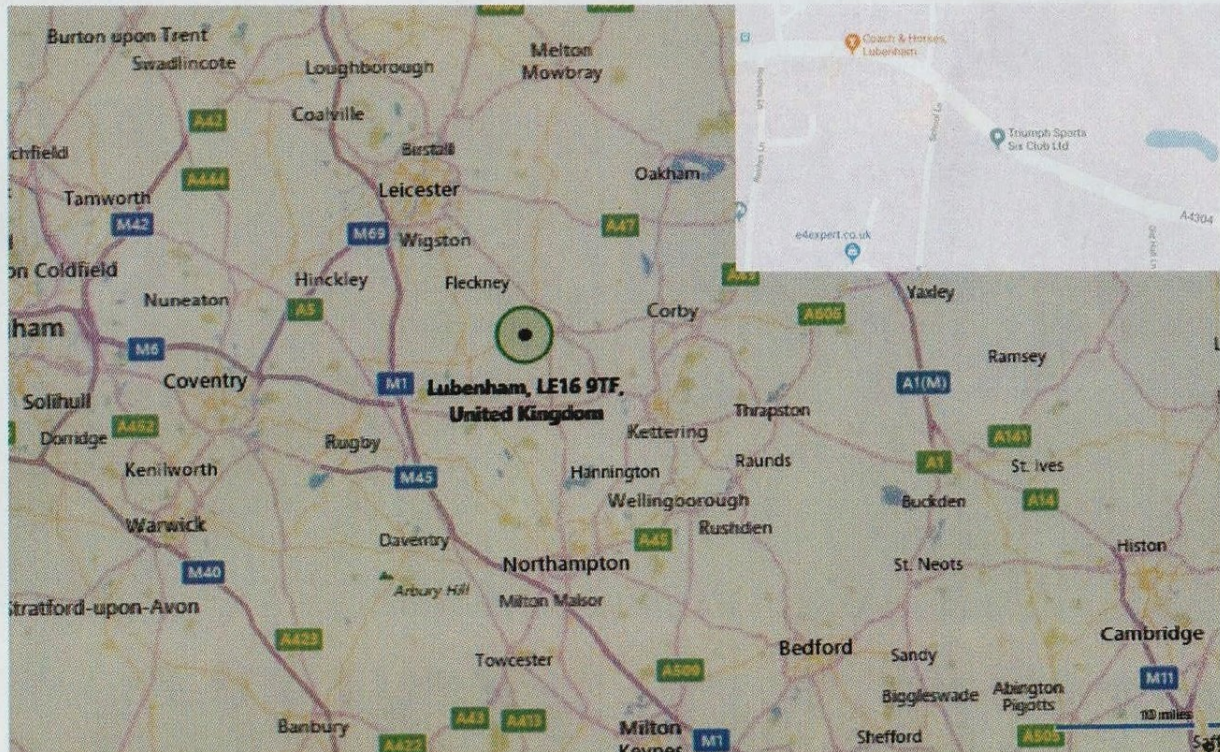
to be held on Sunday, March 17, 2019

**at the Triumph Sports Six Club, Main St, Lubenham
Market Harborough, Leicestershire, LE16 9TF**

between 11.30 pm and 2.30 pm in the meeting room
Light Refreshments will be available



***The TSSC HQ will be open from 11 am for members who
wish to purchase TMC spares***



It would be helpful if members who are intending to attend would let Paul Burgess know in advance to help with arranging seating and refreshments. (Pburgess1956@gmail.com)

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