

Triumph Mayflower Club



WINTER ISSUE 2019 No. 166



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: Cover photo: Paul Seymour's Old English Sheepdog gets out of the sun, with 'Eskimo' acting as a very good sunshade (at an event in the summer, after travelling 20 miles in the Mayflower)

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.

Around the World in 26 Letters

We've reached the letter 'E' . . . How on Earth, I thought, am I going to find a photo of a Mayflower in Estonia or Eritrea. Well, in the end I managed to track down this extraordinary photograph of one in Egypt!

My thanks go to Italian photographer Luca di Lotti, for letting me use this shot, which he took in the centre of Cairo around 2011. Luca told me that he got some very strange looks from the shisha-smoking cus-tomers sitting outside a cafe opposite, as he set up his tripod; carefully set the shutter and aperture, and then some minutes for the long exposure. After which he made a hasty retreat, with his camera still on its tripod!

What Luca can't answer is what this 'unloved'(!) Mayflower was doing down a dodgy side-street in Central Cairo; I guess we'll never know.

Here's Luca's website address, if you would like to see more of his stunning work:
<https://lucadilotti.wixsite.com/home>



Editorial

Hello fellow Mayflower lovers!

Perhaps like me you are reeling from the shock that we are already getting close to Christmas; surely it can't be 12 months since the last one?! Anyway, if you're trying to think of any last-minute presents, I would recommend you take a look at our latest regalia advert — there are some really good items on sale, which might make good presents for the 'discerning Mayflower owner'.

In the last issue I began, in a very British way, by mentioning the "awful weather". Well, without wishing to repeat myself, I hope with all sincerity that none of you has been affected by the recent floods; to have your home pretty much destroyed in that way must be heart-breaking, to say the least.

New windscreen

'Margaret', I'm pleased to say, now has a front windscreen, so that is helping to keep out some of the rain (except she still has no doors or side windows).

I'm delighted to see that we have yet more new members; welcome to you all! There have been 65 people join since I did, not that many years ago, so things are looking rosy for the club.

There are details in this issue of our next AGM, in March next year — any new members who are tempted to join us, please do! It's a great way to meet other members, of course, and to find out more about the workings of the club. You can be sure of a warm welcome. Also, any members, new or long-established, don't forget to keep sending in your items for inclusion in the magazine; it's what it's all about, and it wouldn't be much of a magazine without your contributions! So please keep them coming.

Following on from some old newspaper clips in our last edition, we have some wonderful articles about the history of the club. Have a look at the advert and programme for the club's first ever rally, which took place in 1975; it's fascinating!

John Oglesby has even sent in a photo from that rally; does anyone else have any photos from the 'early days'? There is some useful technical advice, and also an interesting old article, found by Paul Burgess, about 'new'

windscreen washers (we're talking 'optional extras' here!).

As promised in our last issue, I've investigated the book, *Worst Cars Ever Sold*; one of which is, according to the author, the Triumph Mayflower. Have a look at my comments and see what you think.

We'll also be hearing about John Oglesby's 'new' Mayflower; his first for many years. Michael Hudd will give us his advice for repairing the thermostat housing; it will be interesting to compare his approach to that described by Rob Davies, in issue 161. This, and more, all coming up in issue 167.

*Happy Mayflowering and
a Happy Christmas to you all*
Barbara

NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess - E-mail:
pburgess1956@gmail.com

Welcome to new members

1264
1265
1266
1267
1268
1269
1270
1271
1272
1273
1274

We are unable to show
members details at
present

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are February 29 and May 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

Chairman's report

Hello all

I hope you all had a better summer with your Mayflowers than I had with mine; driving around and going to local, and the annual, rallies.

My Mayflower started with a bad misfire: I changed the coil, then points, then condenser, and finished up borrowing a carburettor off Paul Burgess to see if that was the fault.

I must say that Paul came and gave me some help, and got the spares, and we finally got it running alright but then found that all the backfiring had blown the back-plate off the exhaust.

So back under the Mayflower . . . I took the old exhaust off, shearing the bolt off the manifold; then started to look for a Mayflower exhaust — they are like gold dust and not one to

be found. I did though find a Morris Minor one and cut and welded it into place, drilled and tapped the manifold and put a new speedo cable in.

I was very lucky to have worked in a small factory and they let me put the car up on their ramp. She's still there and I am hoping to bring her home tomorrow. I hope that's it for a while and that we will be back on the road in the New Year.

I wish you all a very Merry Christmas and a Happy New Year.

Regards
John Castle (Chairman)

I hope your Mayflower is behaving itself now, John, and that you'll have plenty of problem-free motoring in 2020.—Ed.

Remanufactured Dash Knobs Available



118/18 Ignition/Light Switch Knob
@ £9.00

118/21 Wiper Knob @ £7.50

118/15 Panel/Roof Knob @ £7.50

123/01 Choke Knob @ £7.50

123/07 Starter Knob @ £7.50

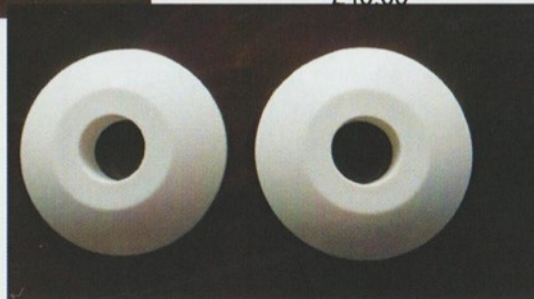
118/24 Heater Switch Knob (no
'H') @ £6.00

609/01 Set of the 6 above @
£40.00

102/13 Handbrake Operating Wedge @
£10.00

140/01 Inner Door/Window Handle
Escutheons @ £6.00

UK P&P is £2.50 for any quantity



Contact:

Paul Burgess, Spare Parts Coordinator
pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

Letters

Our first National Rally

Dear Ed,

I came across some documents relating to the Triumph Mayflower Club's first National Rally in 1975 and thought they might be of interest to members.

Paul Burgess, 1200, Vice Chair

What a great find, Paul! Many thanks — Ed.

TRIUMPH MAYFLOWER CLUB

CHAIRMAN & TREASURER)	Derek Goodyear
VICE CHAIRMAN SPARES)	Terry Mills
SECRETARY)	Mrs. Eileen Mills
RENOWN SECTION)	Roy Bussell

JUDGES - Concours D'Elegance
Mr. B.C. Payne

Rally Control Vehicles and P.A. System
British Leyland (UK) Ltd, and Club Triumph

All stewards for the day will be wearing
recognisable badges.

CRANKSHAFT PULLEYS WANTED

Russ Hoenig, one of our non-UK Technical Officers, is looking for broken crankshaft pulleys that he can weld and restore (apparently this is an 'easy' task, as long as the key slot isn't wallowed out). Obviously postage to or from the US always has to be taken into consideration (unless of course you are another of our US members!), but as good crankshaft pulleys are hard to come by, this might just be a good option. Ed.

Please contact
bofaus@windstream.net

TRIUMPH MAYFLOWER CLUB

1st National Rally

AT

DODDINGTON HOUSE

CHIPPING SODBURY

(JUNCTION 15 - M4/A46)

SUNDAY, JUNE 1ST, 1975, -11.00 A.M.

- ★ Various pre-war and post-war cars will be attending
- ★ Everyone welcome - Bring the Family for a day out - with a difference.
- ★ If you know of an old car tell the owner about this rally

Adventure playground for the Children

Contact

Rally Officer: R. K. VARNEY - Bristol 694861

PRIZES:-

CONCOURS D'ELEGANCE:-

First prizes only will be awarded to:-

The best cars in the various groups.
Mayflower Club members will be judged separately

DRIVING TESTS

First prizes will be awarded to the winners in the various classes.

All competitors will be presented with a Commemorative plaque.

ACKNOWLEDGEMENTS:-

The organisers would especially like to thank Major S.F.B. Codrington, for allowing us to use this beautiful park, for our first rally. Also we would like to thank Mr. J.C. Boston-General Manager for his help.

Also, the organisers would like to thank Mr. Barrie Payne of Auto Scuderial (Long Ashton) Ltd.

WELCOME TO DODDINGTON

This is the first rally, of a very young club, and naturally, we are hoping for a good turnout. . . Because the club caters for a marque of car, that only numbered about 34,000 we are inviting other clubs to join us, ~~in~~ in the hope that numbers will be increased, and we make our first endeavour at rallying, a very successful one.

We sincerely hope that everyone, competitors and visitors alike, will have a very enjoyable day.

TIME TABLE

10.30 am	-	Gates and Rally Control opens
11.00 am	-	Events begin - Concours Judging
12.00 Noon (approx)	-	Motorised Games
1.0 pm	-	Break for Lunch
2.15pm	-	Driving Tests
4.30 pm (approx)	-	Prizegiving and final parade of cars

Origins of the Triumph Mayflower Club

by Peter Burdge, Member 20

As any of our readers will know, I'm always very grateful to anyone who takes the time to write articles for Flower Power, but I would like to say an extra special thank you to Peter Burdge for this comprehensive piece about the origins of our Club — Ed.

I CAME ACROSS my Mayflower in August 1974, when I saw it surrounded by nettles in my uncle's orchard. Apart from a bashed rear wing and the fact that the engine was in the boot and the gearbox in the front foot-well, it seemed very well preserved.

My father knew the owner, who had effectively abandoned it because of engine problems which my uncle never got round to resolving, and negotiated its purchase for me for £10. It was my first car and I still have it.

How I learned of the existence of the TMC I can no longer recall but I think its formation was reported in one of the car magazines, or maybe even in *Exchange and Mart* (remember that?).

I have just found my first membership card, which expired at the end of November 1975, so that suggests that I joined in November 1974. I do remember going to a meeting of the club at the Bell Inn, St George, Bristol, before my Mayflower was back on the road. It was evening and dark when I got there but I could make out about three Mayflowers in the car park. These were the first, other than mine, that I had seen for several years. Almost certainly all four of the characters in the photograph were there.

Ted Berry was, I think, a milkman, and he had a metallic blue Mayflower. I don't recall him being closely involved in the club when I was active on the committee in the late 1970s and early 1980s, and I think I last saw him at the funeral of Phil Hall (see below).

Derek Goodyear was, with Terry Mills, one of the two founders of the club. His car was silver. Derek was originally a lorry driver but when I knew him he was chauffeur to the directors of a commercial estate agency.

He helped me to get my Mayflower back on the road. His father-in-law was Phil Hall, who was another leading light of the club in its early years. He is not illustrated because he did not have a Mayflower, not least because he did not

drive. That did not in any way reduce his enthusiasm for the car and the club. Phil died in the mid-1990s and Derek died about 10 years ago.

Terry Mills ran a successful business erecting TV aerials and, with his wife Eileen, owned at least two Mayflowers, the black one illustrated and a white one. I recall, with Mike Hudd (another of the early Bristolian members), providing Mayflowers for the wedding of their daughter. I did hear that Terry and Eileen had emigrated to Spain upon their retirement.

Reg (otherwise known as Keith) Varney was the fourth of the original founding members. He worked for Tesco, travelling extensively to set up new stores but still found time for Mayflowering. His was a black car but after the early years it took up residence in the back of his garage, where it remained until his death some six or so years ago.

I recall attending the 1975 rally of the club at Dodddington House, near Bristol, if only because my car won the concours for the first and only time (there can't have been much serious competition then). I think there was a pretty good turnout but an examination of subsequent rally reports will show that getting a respectable number of cars to the rally has always been a problem.

Outside Bristol

As the Club grew, members from outside Bristol joined. Frank Lane, from Wantage, was our first secondhand spares secretary and I remember going to see his stock of parts, which was kept in a council lock-up garage near his home. He must have been in his mid-70s then and was probably the most senior early member of the club.

The father and son team of Roy and Robin Bussell, from Tadley in Hampshire, were also prominent in the early years; Roy being chairman for some time. He worked for one of

the regional water authorities and, using his contacts, organised a very pleasant club weekend at Lake Bala, in North Wales, which included an interesting tour of the turbines beneath the dam.

Robin was always involved with rusty machinery of some kind (the notes on refurbishing the Mayflower front suspension, which were reprinted in a fairly recent *Flower Power*, were written by him), but unfortunately that involvement proved fatal when he was lost when diving to explore a shipwreck off the Cornish coast. He was only in his mid-20s.

Malcolm Bath, from Chingford, was an early rally secretary. When not driving his Mayflower, he drove a Wartburg. Ron Hagger, from Hertfordshire, undertook the most meticulous restoration of any Mayflower I have seen and I am pleased to see that his car — PMV 97 — is still around. Ron, however, is not. He retired to a smallholding in North Wales and died in 2013.

Those were the main characters in the first few years of the club whom I recall particularly well. There were, of course, many others and if I ever find my early copies of *Flower Power* seeing their names will jog my memory.

Most of us held various posts on the committee from time to time but without having anything to refer to I can't now recall who did what and when. I do know that I was spares secretary for some years.

It feels rather odd, having begun my membership as a 21-year old (the same age as my car) still to be an ancient member 45 years later. My Mayflower has been under a dust-sheet in my garage for about 13 years. I keep meaning to get it back on the road but somehow it hasn't happened yet. Maybe in time for our joint 70th birthdays . . .

You will find the photo to which Peter refers on page 3 of the last issue of *Flower Power* — Ed.

'The Forefathers' (well four of them anyway)

by Michael Hudd, Member 119

Peter Burdge wasn't the only one to have his memory jogged by the photograph on page 3 of our last issue, Michael Hudd has also sent me this really interesting letter about the early days of our club and its members; many thanks Michael — Ed.

THAT PICTURE IN the summer issue of *Flower Power* (165) really was a blast from the past. Not only did I know all four men but I also recognised a tiny piece of my own Mayflower. And if that last statement sounds like gibberish, please bear with me because as they say, all will be revealed.

Way back in 1976 I was still single and living at home (in Raeburn Road, St George, Bristol), with mum and dad, sister Jo and brother Tim. Apart from mum, we all worked for DRG Cartons and Printing in nearby Fishponds — a huge company with factories nationwide.

Back in those days we actually made things in Britain! Now my job was in the Artists' Department, as a camera operator; not one of your happy-snap holiday cameras you understand — the thing I operated was twice the size of your average dining-room!

Folk were always bringing photographs into our department that they wanted copying... "This is the only picture I have of Uncle Jim, can you make me another?" Or perhaps, "This is our Sally's wedding and they want an arm and a leg for copies; can you run us off a few?" That sort of thing. We did these 'foreigners', as they were known, off the books when work was slack and nobody batted an eyelid. That's how things were back then.

One day Philip Hall, another employee, arrived at the Camera Room with pictures of a strange vehicle. It looked for all the world like a Rolls-Royce shrunk down from being left out in the rain!

Phil explained that this was a Triumph Mayflower. They had a 'special' club — he was the General Secretary and his son-in-law, Derek Goodyear, its Chairman. Phil told me they had

a rally planned locally in a few months' time. Back then Bristol really was 'Mayflower Central'; all the club officials lived within the city limits and in the locality you could find around 10 Mayflowers. That's not a huge number but at least you didn't have to go far to meet a fellow enthusiast.

Of course I went along. I've always had a soft spot for old cars, as well as the notion of actually owning one. Phil introduced me to Derek and there was someone else there I recognised — Ted Berry, our bread delivery man. There's another blast from the past; someone coming to your door once a week and delivering bread!

Ted's Mayflower was comet blue and I think he'd taken it on as a sort of retirement project. Ted lived just 10 minutes' walk from work.

I remember that sometime after the picture was taken, he paid out and had a total respray. That was a great mistake. You see, something went wrong with the paint. From a 100 yards it looked a million dollars but up close, it resembled a giant pumices stone.

Non starter

It got worse. When the engine went back in the car wouldn't start because the paint and under-seal coating had been so thorough it had actually isolated the battery circuit!

Myself, Derek, Phil and Ted worked away in his garden by the light of torches until around 11 o'clock. Finally everything was ready: Someone pulled the starter and a great jet of water shot out the top of the cylinder head. We downed tools and all went home to bed. I can't recall if Ted's car ever went after that!

Just 15 minutes' walk from my home lived Terry Mills, who was Spares Secretary; Reg Varney, Rally and Membership Secretary, only lived over in Filton, and that wasn't far either. So you see, membership of the Mayflower Club appeared to be the ideal choice: A club with all its officials close at hand and because everyone was Bristol-based all the rallies, events and meetings were local too. All I needed was my own Mayflower.

Then one day Phil came up and told me he'd bought his own car; apparently it "required attention". Derek was not overjoyed; you see Phil couldn't drive (well, he went about on a little 50cc motorbike but that was it). "I shall have to fix it up," Derek complained, "then I'll be the one who drives him around while my car gets neglected."

So Phil was persuaded to put it up for sale. He came straight to me. It was lodged in Ted Berry's garden, so I went and took a look. It was in a factory colour I thought looked rather attractive; Jade Green, I believe.

Now some vehicles are referred to as 'barn finds', but this was more like a 'field find'. A field with grass around 18 inches tall I reckoned, because all around the bodywork was a tide-line of rust, where something damp had been in constant contact with the metal.

Also there was a nasty dent in the chrome grille, where the tow-truck had been a bit clumsy. So there you have it: Original paintwork, body needs slight attention, engine not running, yours for £250.

Now my dad was a very practical man and realising that this car needed work, plus a number of replacement parts, he recommended I paid Terry Mills a visit; so I went!

Oh yes, he knew all about Phil's car, but wait a bit; he happened to have a better vehicle for sale, £350, taxed and a runner! Plus he assured me I'd never get Phil's car up and running for £50.

This wasn't Terry's car for sale you understand; it belonged to a friend of his, a Mr Clive Warwick. Clive was never a club member and I believe he'd originally purchased WHK 785 as a sort of investment.

He was one of those entrepreneur types; the sort whose star rose during the coming 80s, one of the 'buy it cheap and sell on the rising market' brigade. I suppose he'd realised Mayflowers were never going to command 'film star' prices and wanted a quick sale.

Original picture

Which brings us back to the original picture: You can see WHK 785 at the back, next to Reg. But that's not my car he's standing beside; it's only my number plate. If you take a really close look you will see it has wing mirrors. My car had never sported those attachments, so what was going on?

Well, it was like this: Terry had rather an original take on road tax. He reasoned like this — you tax a car for one year and the State gets your cash whether you drive it or not; his car tax had run out but Clive's was still in date. So for a while, whenever Terry took his car out he simply swapped number plates and tax disk!

Continued on Page 10

A summer honeymoon with 'Blossom'

by Angus Cameron

MY PARENTS, Hamish and Sheila Cameron, were married in Scotland in the summer of 1953. They'd met in Pitlochry when engineer Hamish was working on hydro-electric schemes in the area, and Sheila was working at the salmon research station.

Before they married, Hamish purchased Triumph Mayflower LGB 861. He had previously owned an MG but had clearly decided the Mayflower was a more respectable vehicle for a married man. Hamish taught Sheila to drive in the car — Sheila nicknamed her 'Blossom' and, proud owners, they customised her with a small St Andrew's Cross pennant and RAC badge.

They married in Scotland in late July and unbeknownst to



All ready with pennant and badge

Sheila, Hamish had planned a wonderful honeymoon for his bride. They packed Blossom and set off from Perth in the early August sun. Sheila remembers it took 12 hours for them to reach London, where they stayed at the rather chichi 'St Ermin's Hotel'. After a spot of sightseeing in London they then drove to Dover and, loading Blossom onto the ferry, set sail for Calais.

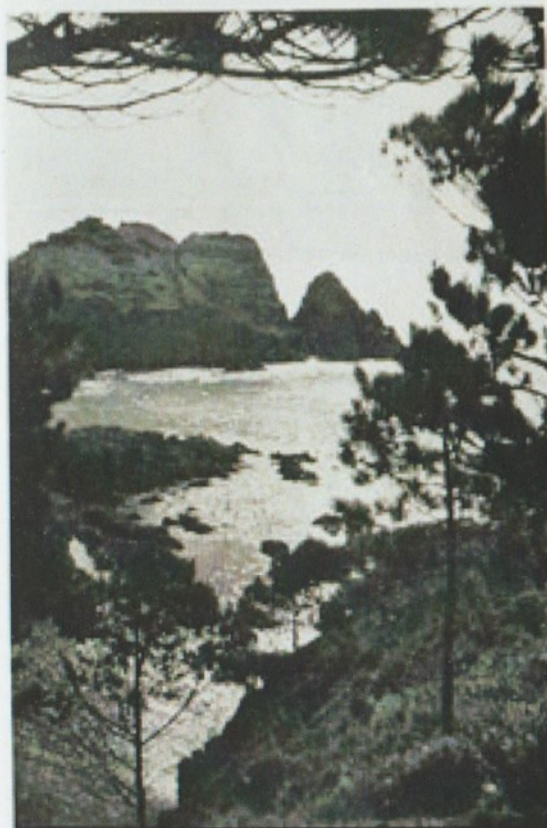
Heading south

From there they took the autoroute south, eventually arriving at their destination — the (then) wonderfully remote Tamariu de Palafrugell on the Costa Brava, in the north-east of Spain, which at that time was just a fishing village.

COSTA BRAVA

GERONA

(ESPAÑA)



TAMARIU

DE PALAFRUGELL



They stayed in the 'Hotel Janó', which perched on the cliffs above the village. After a blissful week, the newlyweds loaded their cases into Blossom and drove to Barcelona, where they visited the Basilica de la Sagrada Família, designed by Antoni Gaudi.

They also dressed up for a glamorous night out at the 'Baghdad' nightclub where they wined, dined and danced into the early hours.

Return trip

For the return trip, Hamish had planned a more leisurely route taking a week to drive first to Montpellier, in the south of France and then on to the ancient fortress at Carcassone.

From there they drove to Chartres and spent a couple of days sightseeing in Paris.

They again took the ferry via Dover and from there, motored straight up to visit Sheila's sister in Raunds. After spending several days in Northamptonshire, they headed back up to Scotland.

The honeymoon wasn't quite over though, as they then joined up with Hamish's parents at Blackwaterfoot on Arran — a regular holiday destination for Hamish since childhood.

It's hard to know exactly what distance Blossom covered on their honeymoon but it must easily have been in excess of 3,000 miles; no mean feat on 1950s roads.

Does anyone know?

Throughout the trip, Blossom performed admirably. My parents eventually sold her in the mid-1950s when my father's work took him to Africa and I always assumed she would have ended her days a long time ago.

However, I was recently scanning old negatives of my parents' trip and casually googled the registration number. To my surprise I saw a post from Gary Maguire [Member 291], in your club magazine [issue 159]. Amazingly it seems that Blossom was still around as late as the 1980s but with a new registration. We'd love to know if she is still in existence.

A huge thank you to Angus Cameron, for this wonderful piece about his parents' honeymoon; it makes my week in Guernsey sound really tame in comparison! I hope you'll all enjoy reading this as much as me — Ed

Continued from Page 7

One black Mayflower looks a lot like another after all, and he must have gambled that 'PC Plod' would never be bright enough to work things out!

Well I purchased WHK 785 and so Terry was obliged to replace the number plate. Then in 1983, Terry's daughter got married. He came and asked me, would I drive her to and from the church in his Mayflower? Of course I agreed and the following year he returned the favour and drove my Mayflower at my wedding.

Perfect picture

The poor photographer was in a state: "How can I photograph the bride," he wailed, "there's no rear doors!" Fortunately my bride-to-be was a resourceful lady. Moving forward onto the passenger's seat, she turned sideways to create the perfect picture. Before including her photograph I first asked Jayne's permission: "Why do you want to send that picture?" she puzzled; "You can hardly see your car at all!" Perhaps not, I thought, but it does show all the important stuff!



Hello, all Triumph Mayflower owners

Would you like an original pencil drawing of your special car, similar to this one?

Taken from your photograph

This original is approximately 9.5in x 6.5in or 24.5mm x 16.5mm

Drawn on A3 Bristol Board paper.

Protected by 2 sheets of high density foam board and bubble envelope for postage.



£50.00 plus postage and packing

For further details e-mail:

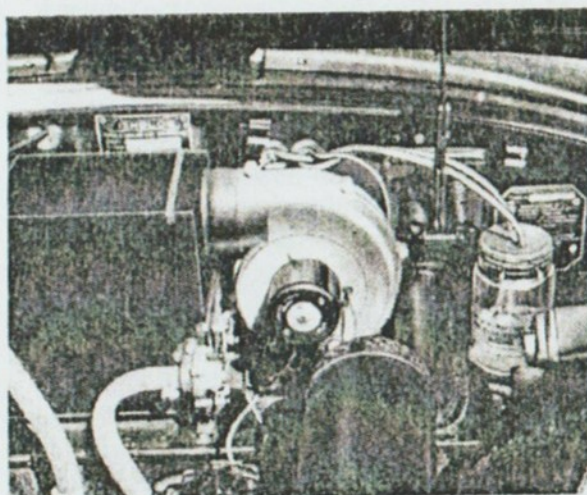
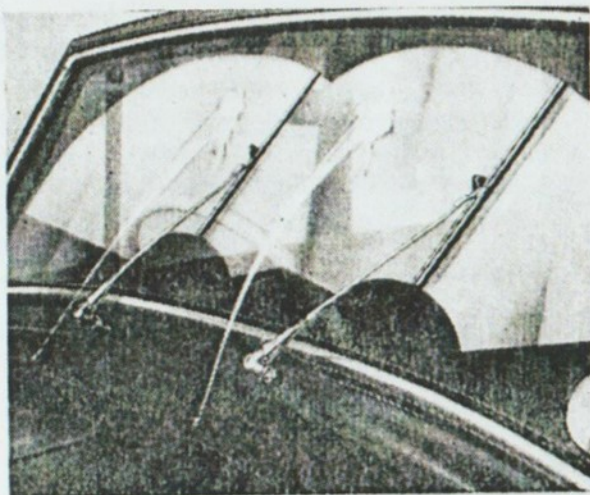
djclover.clover1@gmail.com

Letters**Early windscreen washers**

Dear Ed,

I spotted this in the September 1953 issue of *The Standard Car Review* and thought it shows how cosseted we modern motorists are!

Regards
Paul Burgess 1200

ACCESSORY REVIEW**NEW WINDSCREEN WASHER**

COSMIC CAR ACCESSORIES LTD. of Walsall have introduced a useful and economical accessory for the motorist in the form of a windscreen washer.

"The Cosmic Skreenclear," as it is called, allows the windscreen to be kept clean at all times. It is simple to operate, foolproof in action and can be easily fitted to most Standard and Triumph models. Manual pressure exerted on a bulb conveniently placed under the fascia panel causes two jets of cleaning fluid to be directed at the screen. A few wipes of the wiper blades and the screen is clear.

The chromium plated jets can be fitted on the scuttle or on the bonnet, whichever place the owner

prefers. The angle of the water jet can be varied from 30° to 60°, thus enabling the jet to be directed at exactly the right spot on the screen.

Most motorists realize the difficulty and necessity of keeping the windscreen clear at all times. The dangerous and frightening experience of suddenly turning the car toward the sun and finding the screen a dazzling opaque mass need only happen once to make even the most gadget-resistant motorist realize the value of a screen washer.

The price of the "Skreenclear," 27/6, is a small price to pay for the pleasure and increased safety brought about by an always clean windscreen. Above illustration shows unit fitted to Triumph Mayflower.

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**Drive your Triumph day**

Please read the message below from Rye Livingston, proud Triumph owner from the USA, who is organising what will be the 6th annual 'Drive your Triumph Day'. It would be great if all our members could send Rye a photo; even if, like ours, your car won't be 'driving' any time soon. Thanks for letting us know, Rye. — Ed (ps — I know who to call on now, when I run out of photos for my 'Around the World in 26 Letters' feature!)

Dear Fellow Triumph Owners,

It's time to make plans for 'Drive Your Triumph Day', February 10, 2020.

My name is Rye Livingston, and I'm with the 'Triumph Travelers Sports Car Club' in Northern California. In 2015 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).

This celebratory drive has been building momentum every year since then. This year I received close to 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and of course all over the USA.

This year is going to be a bit more of a challenge, as February 10 falls on a Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day, so please *ONLY* submit photos taken on the actual day.

The concept is straightforward: On February 10, go for a drive in your Triumph; take a scenic drive on a country road or go out to lunch, to the market, to work, wherever. 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 of a cool spot, landmark, scenic view, in front of the hardware store or in your driveway. If it's the middle of winter where you live and your car is in

hibernation, or in the middle of a restoration, take a photo of it anyway in the garage. Some winter photos I've received have the garage door open with the car tucked under a cover and snow outside. Have fun with it and participate!

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 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, the *Vintage Triumph Registry*, and on the 'Drive Your Triumph Day' website: <https://driveyourtriumphday.shutterfly.com>

Be sure to contact me with any questions you may have 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 62th Anniversary

1960 Triumph TR3A)

Mobile: 530-FIND-RYE

TRIUMPH MAYFLOWER FOR SALE

Our General and Membership Secretary, John Corley, has asked me to include this request, from a lady who has contacted him. The lady's husband has sadly passed away, leaving, in the lady's words, a "very lonely Mayflower"

1953 Model - Black paintwork
(described as "a bit poor" but the
body is "pretty rust-free")

The interior is blue and is pretty good
but the dashboard control knobs are
"trashed"

Stored in a garage (hasn't run for 20
years); engine will turn on the handle
but not a 'runner'

If you're interested please contact:
John Corley (details on the website)
for an introduction and/or photos

Worst Cars Ever Sold

As promised in my last Editorial, I've been having a look at the above-named book; the Mayflower being one of 70 cars included in it. My initial reaction having been lent this book by Howard Pryor (one of our long-standing Technical Officers) was "How dare he?" (the 'he' in this instance being the author, Giles Chapman).

So who is this man who is willing to include our beloved Mayflower in this less-than-scholarly literary work? Well, Mr Chapman is, according to his own website, an "international authority on the automobile, its industry its culture and its history." We'll see about that!

Giles Chapman begins with an initial disparaging paragraph about Sir John Black and his decision to go ahead and build, in Sir John's own words, "a city car that was also rather classy and could be mass-produced, while possessing a coach-built aura."

Mr Chapman then says: "Well, the Mayflower was the result, and a more unhappy image of an economy-size limousine it would be hard to picture." He continues by using words such as "misshapen", "odd", "hapless" and "queasy"...

He rates it ninth out of 10 for ugliness, and eighth out of 10 for slowest. He does point out that Sir John would not take any advice about

undertaking market research, and perhaps here he does have a point — maybe the Mayflower was just a little too late, with cars at that time moving on to sleeker, more 'modern' designs.

Mr Chapman, in his favour (just!) does say at the end of his introduction, "...I am inextricably fond and protective of them all" (well, Giles; you've got a funny way of showing it!). Also, in contrast to the bulk of his piece, he concludes with the following: "Quite apart from an unmistakable period charm, the Mayflower isn't bad at all. A hot-rod it isn't, but its leisurely progress, smooth ride, excellent visibility, light controls and general air of good quality [...] add up to a cheerfully appealing package."

Come on Giles; you don't get round us Mayflower owners that easily! The main thrust of his argument is bordering on insulting, so I think he's hedging his bets in his conclusion. I'm not sure you can call a car all those negative names and then try to round his piece off by adding "Well it's not *too* bad." Which is it, eh Giles?! Either way, I think our wonderful club is testament to the fact that the Mayflower is most *definitely* worth preserving. Mr Chapman also says at the beginning of the book, "...I relish getting a letter [to challenge his views], so perhaps some of you could get on a drop him a line and let him know what you think of his comments! — Ed.

SPARES — LATEST NEWS

Now in stock:

Remanufactured (016/05) 101678 water elbows and (016/01) 101623 thermostat housings @ £60 each + p&p.

On order:

(140/08 & 144/08) 700242/3 Door seals @ £30 per door + p&p; (150/05 & 150/06) 800220/1 rear side window seals @ £25 per window + p&p. Will be supplied as single extrusions to cut & join to fit.

Under investigation: Remade (018/05) 200189 crankshaft pulley.

Possible future project:

Remanufactured (154/13) 600736 boot seal rubber. Can anyone confirm if this is the original boot seal profile?

Possible long term project (in conjunction with Standard Motor Club):

Remade (010/12) 300134 cylinder head.



Contact:

Paul Burgess on: pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

*Letters***Upside-down springs!**

One of our members recently contacted Rob Davies about an article he'd written; good to know the magazine really is useful! Ed.)

Dear Rob,

I was interested to read your article about rear springs in the summer issue of *Flower Power* and your previous information about shock absorbers. The drivers' side rear spring on my Mayflower is weak and the two leaves beneath the front mounting appear to bend downwards rather than up.

My question is: "does the company which you used re-shape the springs or do they re-temper the springs to existing shape?" Also, do they have the correct dimensions for Mayflower springs or do we have to supply these details?

I realise that both springs will have to be treated and it may be necessary to replace the

springs entirely (not too expensive I hope). I would appreciate any further advice you can give.

*With thanks
David Whitfield (1212)*

Hi David,

It's good to know someone reads the articles I write; usually researched as a result of necessity on my part! I don't know the answer to your question about repair to springs bending the wrong way but if you ring Kev on 0121-568 7575 he should be able to help. Mention you are from the Club and that you saw my article (I told him I'd write one).

The cost of new springs was £135 each; not bad I thought but obviously this was more than it would have cost just for tempering. With regards to the dimensions, both Paul Burgess and I gave them a copy of the drawing but it won't hurt to give them another one (see page 131 of the instruction manual on the website: <http://www.triumphmayflowerclub.com/documents/technical/>)

*Hope this helps
Rob Davies*

WANTED TRIUMPH MAYFLOWER

I saw my first Mayflower as a young child and it left a lasting and very fond memory. It was maroon and cream, and belonged to the local shopkeeper in Abertillery — a Mr Knox; who knows, the car may still be a survivor! That was almost 60 years ago, so I definitely need to get my act together and make efforts to obtain one. Ideally I am looking for a Mayflower that is in reasonable condition and up and running; a rolling restoration or with "room for improvement", so to speak.

I would be prepared to re-commission a vehicle from long-term storage, as long as it is complete and sound. I do not at present have time for a restoration project but would consider something that needs a little fettling. Anyway, if anyone knows of such a vehicle, a phone call or text would be very much appreciated.

Please contact:

Colin Wiltshire (1246) on 07772 979968

More old pics from John Oglesby

Member 407, and former Club Chairman, John Oglesby has come up trumps again with more old photos from the Club's early days we're doing well in this issue, with so many recollections and reminiscences from our long-serving members! For 'new-comers' like myself, it's great to be able to feel part of the club's past; thanks, and please keep them coming! — Ed.



1) This photo was taken at the first Northern Rally in Finningley, near Doncaster [With a very youthful-looking Stephen Coulman, standing next to his car, 'Ruby' — Ed]



2) John and founder member, Phil Hall, get '439 HYO' secured onto a trailer, ready for a lengthy journey from Bristol to North Yorkshire (Nov 1986). Phil had bought the car, with the intention of restoring it but in the end this proved impractical. In the

meantime, Peter Benfield was looking for a Mayflower as a 'project' and the rest, as they say, is 'history'. The journey north was eventful, to say the least. John tells the story: "Avoiding motorways, we managed to end up going round the Bull Ring in Birmingham; don't ask! We collected the car on the 8th Nov 1986 and travelled as far as Thorne, near Doncaster (Peter travelled home alone from there).

I spent the following week freeing the engine and trying to start it, but no joy. The following weekend, I delivered the car to Peter in North Yorkshire."

3) Made it! John arrives at Peter Benfield's home in Goathland, N Yorks [John might I say that your 'Princess' also now looks a bit of a 'classic'?!] John continues: "When the engine was stripped we found it wasn't starting because of lack of compression; the valves being damaged. Peter did a complete mechanical restoration and then had the car resprayed professionally in silver grey. Little did we imagine that one day this car would feature in *Classic Car* magazine, and become the basis of a model made in China." Have a look at our last few issues for other references to this story; also Michael Hudd's article in this issue 'Four Forefathers'. — Ed.



4) First Northern Rally [to be held] at the 'Mayflower' pub in Austerfield, Doncaster [Good place for a rally!]

ANNUAL GENERAL MEETING

SUNDAY 15th MARCH 2020

11.30 am to 2.30 pm in the Meeting Room

The TSSC HQ will be open from 10:45am

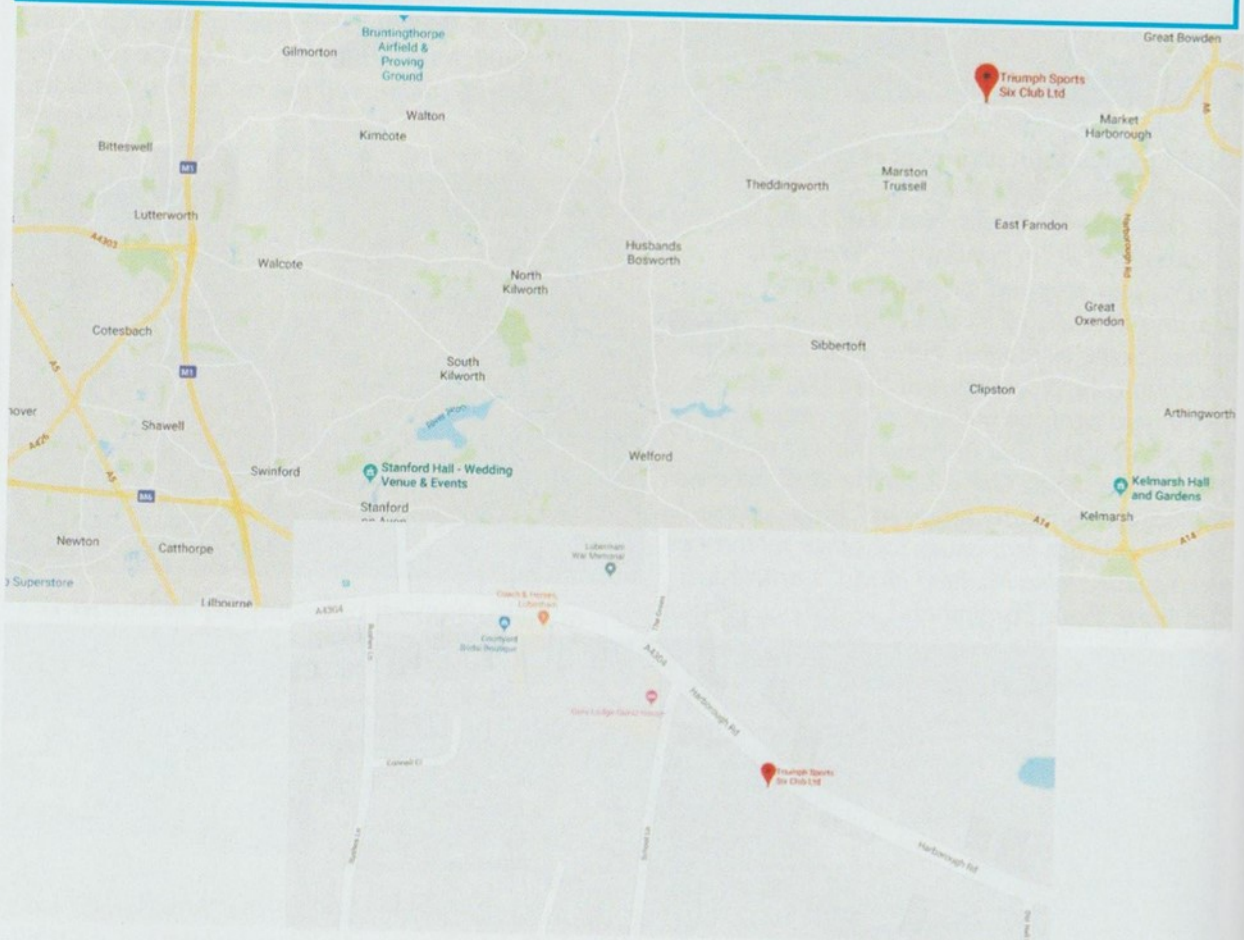
Light refreshments will be available

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)

AGENDA

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

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



Latest Regalia Range



Hats: Beanie & Cap £10; Beanie £12



Clothing: Polo £16; Sweat £18; Fleece £25; Vest £9



Accessories: Mayflower badges & Key rings £5
Triumph badge £3; Radiator badge £18; FP Binders £6



All prices + p&p
Limited number of old
stock items available at half price



Contact:

**Paul Burgess on: pburgess1956@gmail.com
or at 14 West Street, Blaby, Leics, LE8 4GY**

(Some great Christmas presents here, if you want to start dropping a few hints! Ed.)

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