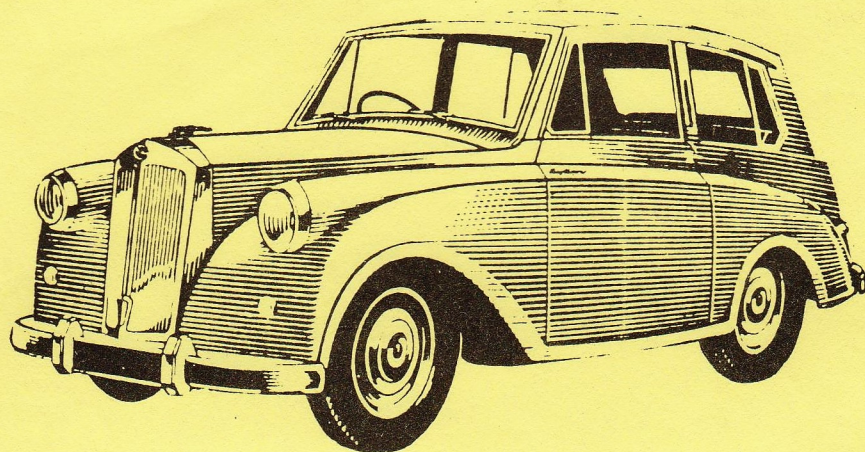


**TRIUMPH
MAYFLOWER
CLUB**



Flower

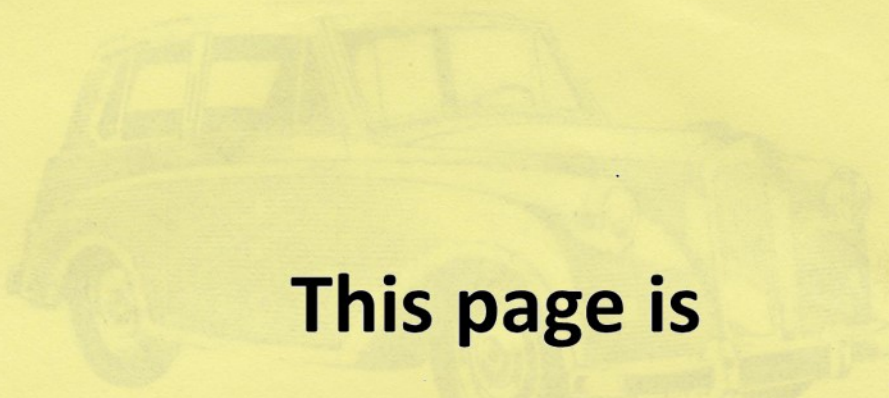
Power

ISSUE No 22

AUTUMN

1980

TRIUMPH
MAYFLOWER
CLUB



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Flower
Power
ISSUE No 22
AUTUMN
1980

Flower Power

ISSUE No.22

AUTUMN 1980

Club Officers

Chairman:

ROY BUSSELL

"Pinnocks", New Road,
Tadley, Basingstoke, Hants.

Vice-Chairman:

FRANK LANE

18 Grosvenor Terrace,
Wantage, Oxon.

Hon. General Secretary:

PHILIP HALL

75 Morley Road, Staple Hill,
Bristol BS16 4QY

Hon. Membership Secretary and Hon. Rally Secretary:

REG VARNEY

32 Mackie Road, Filton, Bristol

Hon. Treasurer and Hon. Spares Secretary:

PETER BURDGE

Weeping Ash Farm,
Yatton, Somerset

Ordinary Member No. 1:

MALCOLM BATH

1 Royston Avenue, Chingford,
London E4

Ordinary Member No. 2:

DEREK GOODYEAR

5, EAST PARK DRIVE,
EASTVILLE, BRISTOL. 5.

Hon. Archivist:

VACANT.

Temporary Ed.

R.B.Bussell
Pinnocks
Tadley
Basingstoke

CHAIRMAN'S LETTER

Pinnocks
New Road,
Tadley
Basingstoke

Dear Members,

Well here, for better or worse, is Flower-Power No.22 in possibly yet another different format whereby hangs a tale which I will unfold as briefly as I can. A few weeks before the National Rally your Committee was becoming very worried by two facts. These were the non-appearance of issue No.21 and the state of the kitty. At a meeting of the Committee it was obvious that with the slow rate of membership renewals we could not afford the ever mounting cost of another of the beautifully done John Baker style editions and in any case we felt that these could no longer be justified at something like £200 a time. Although John had the new issue more or less put together he could only print it in his usual way, which as well as being costly would have involved unacceptable delay. We thus decided on a crash typing (many thanks to Malcolm Bath for organising an army of helpers to whom we are very grateful) and straightforward reproduction as you received. Because of course the text had been designed for the old method and there was no time to think much about the end product it ran to rather a lot of pages but at least we got it out. John is to be congratulated on the content he had amassed. Unfortunately John's delight has not been only in doing the editing thing but also that of the craftsman in printing it as well. If he cannot do the latter he is not keen on carrying on with the former. So as I write this we are not sure whether John will take a hand in this issue or whether I am also acting Ed. as well. Again time is against us in that we have to give you fair warning of the AGM so must press on, but in the hope that there will be time enough to consider the final format in the interests of both economy and reasonable excellence. As I write this I have certain ideas but cannot predict whether they will come to pass!

Elsewhere in this issue you will find the notice calling the Annual General Meeting for 1980 as required by the rules. I must urgently draw your attention to the need for a new Spares Secretary. Peter Burdge, who has filled this post magnificently for several years, says that this year he must give it up. This means that unless a volunteer steps smartly forward in the next few weeks, after October there will be NO SPARES SERVICE!! Members will recall that Peter, who is also our Treasurer, tried to offload Spares last year without success. This year he really means it. At the last AGM you made it pretty clear that you considered Spares as probably the most important service the Club offered....well now is the time to do something about it. It is up to you. Also, as hinted above, we are going to need a new Editor as John Baker sought a replacement last year too, also without success. I can only do this one standby issue so unless we have another volunteer there will be no Flower-Power No.23. If we get to that state we might as well wrap up the Club. I cannot believe that you want that to happen so come on, stand up and be counted. Even if you feel unable to take on any of the Committee jobs, at least come along, air your views, meet a few other members and make sure we have a quorum.

Well another summer is nearly gone, almost without me realising. I don't seem to have achieved many of the things I meant to, one way and another.

My Frogeye Sprite is little nearer completion than it was at the end of Spring and some things which I had fixed are now becoming sticky again with disuse. Still I did have one piece of luck in picking up a '66 Triumph Vitesse for a song (i.e. a Herald with a 2 litre TR5 6cyl. mill) which, with fairly minimal effort is just about ready for MOT. It promises to provide some fun motoring this winter although I blanch at its likely thirst. Even had a 'Flower on the drive for a while, see later in this magazine.

What else this Summer? The Club's high spot was as always the National Rally reported on later. Once again we are indebted to Reg for his faultless arrangements and to his many helpers for making it all happen as smooth as clockwork. Special mention this year for Derek who did a wonderful job in setting out and running the driving tests. My only sorrow is the rain which suddenly cut short the proceedings in mid-afternoon. Earlier in the season we had Frank's visit to the Police Driving School and his Canal Trip, both notable events. In mid-August I ran a low-key Treasure Hunt from Pinnocks which the Committee seemed to enjoy but no-one else turned up. This was won by Peter Burdge (crewed by Phil Hall) with Reg and his wife missing out by a whisker. I gather that the Club has been fairly well represented with some success by various members at a variety of rallies about the country but I cannot congratulate anyone, other than Bert Lacey, 'cos I have no details! All that remains now is STIR but I fear I will not be able to make it and anyway it will have happened by the time you read this. Probably the most alarming item during the summer has been the Government Green Paper (which few people actually seem to have seen) which suggests a change from paying road fund tax to use your cars on the road to paying a fee just to own them whether in use or not. I do not like the sound of this one little bit.

Finally for those of you not present at the National Rally (shame!) I report that it was my pleasure there to present the Chairman's Cup (an award given to the Club by Phil Hall for the Chairman to award to the member who in his opinion has done the most for the Club in the past year) to John Baker. John has done wonders with Flower-Power and without him at the helm it is unlikely that we shall maintain such a high standard. He achieved something as Ed. that I never managed in my earlier tenure of that post...he actually got some on you to write in!

And with that, on with the motley!

Best wishes to all,

Roy Bussell.

Stop unfair tax on our old cars plea

Veteran, vintage, and historic car enthusiasts in the Kingswood area are seeking the support of MP Mr Jack Aspinwall, to have these types of vehicles exempted from Government proposals to tax all motor transport whether in use or not.

Among constituents who have contacted him are Mr Philip Hall of the Triumph Mayflower Club — on behalf of 300 members — Mr Neil Ashley of Orchard Road, Kingswood, a member of the Military Vehicle Conservation Group, and Mr J N Parker of Badminton Road, Downend.

Mr Parker has told the MP it appears grossly unfair to those who are interested in preserving veteran, vintage and historic vehicles.

Many of them were spending a great deal of time restoring the vehicles and the proposal to include them in tax cover would create a dramatic reduction in the number of historical cars preserved.

SYMPATHY

Mr Parker has put forward an alternative suggestion that MOT certificates should be displayed on cars to prove the right to be on the road.

Mr Aspinwall said while he welcomed many aspects of the Transport Act being put forward by Mr Norman Fowler, Secretary of State for Transport, he had every sympathy with those organisations seeking to preserve historic vehicles.

"I do feel it would be unfair to impose extra financial burdens on this section of the community and will be taking the matter up with the Department of Transport," he said.

The 'Green Paper' on Road Fund Tax

Although I have not seen a copy of this consultative document (they seem to be rarer than gold dust) I gather that in general terms the idea is that everyone would pay a tax for owning rather than using a vehicle.... EVERY VEHICLE!!! This is to beat the many people who get away without paying road tax now, which is alleged to cost the country (or rather those of us who do pay) some £9million per annum. Whilst this does not sound too bad in the case of the average one car family, or husband and wife with a car each always in use, it could be disaster for those of us who have cars in various stages of rebuild or just stored as presumably we would have to pay the ownership tax on every one of them. Obviously if the tax were only fairly nominal this would not matter very much and if everyone, including those who currently fail to pay, is drawn into the net then the tax per car should be somewhat less than the current £60 p.a. However I suspect it would be naive indeed to expect this. It is also difficult to see how the proposal is likely to have the desired effect, it seems more likely to me to encourage a flourishing market in un-registered un-MOTed cars. Honest people (like Club members) are likely to pay through the nose or be forced to reduce their holding, thereby losing a lot of the fun of our simple hobby. It seems likely that the Minister of Transport has not thought of the many thousands of people like us who do derive a lot of pleasure from collecting cars in order to preserve a few of them. Most Clubs seem to be acquainting him with the facts of life in this respect and you will be pleased, I hope, to hear that both Reg and I have written to point out the position as we see it on behalf of the Club.

The closing date for comment will probably have passed by the time you get this (15th.Sept) but you can still write to your MP about it as no doubt eventually he (or she) will have to vote on it.

My own view is that the best way all round is to charge a MINIMAL fee by way of registration every time a vehicle changes hands and recoup the tax by putting it on petrol. That way we all pay for what we use. If the government persist in this ownership tax idea, then we must press for a means of exemption for the genuine car enthusiast such as a Club member.

RBB

SPARES LOAN SCHLME

Treasurer points out that many members have not sent their £10 contribution to the Spares Fund (returnable on leaving the Club). Please attend to this slip of your memory as soon as possible by sending your cheque for £10, payable to The Triumph Mayflower Club, to Peter Burdige, Weeping Ash Farm, YATTON, Somerset.

Please note that in due course a stick in slip will be provided for you to bring your Rules of the Club booklet up to date.

-oOo-

Secondhand Spares

Frank Lane will soon be offering a service in secondhand spares for Club members. All attempts to secure a small shed having failed, and anyway seeing snags in this approach, the Committee have authorised Frank to rent on the Club's behalf a lock up garage near his home in which to store such stuff as we have and anything which we subsequently acquire. It is hoped to give full details of this new service in the next issue of Flower-Power.

-oOo-

Miss Wheeler's 'Flower

Members who attended the National Rally at Burford and the TROC Rally a couple of weeks later will recall that we were advertising for sale a genuine one-owner 1952 Mayflower. All members should know that Miss Catherine Wheeler, who had the car in daily use since she took delivery in 1952 but can now no longer drive, got in touch with Reg and actually gave her faithful friend to the Club. There were two stipulations, one that proceeds from the sale were to go to Club funds, the other that the car was to go to a good home. Well to cut a long story etc. no-one who had displayed interest at the aforementioned rallies came to see it and we were saved the trouble of advertising by a local enthusiast who made a reasonable offer which has been accepted. I am not going to tell you how much, that would be unfair to proud new owner Mr. S. Deegan of 36, Stephen Road, Tadley, Basingstoke who has now joined the Club. We wish him well and hope to see him next year in a resplendent 'Flower at some of the gatherings. We also wish Miss Wheeler well in her retirement home and thank her from the bottom of our hearts for her generous gesture.

-oOo-

FROM JACK ASPINWALL, MP FOR KINGSWOOD



HOUSE OF COMMONS
LONDON SW1A 0AA

3rd September, 1980

Dear Mr. Hall,

I thank you for your recent note with reference to the proposal made by the Minister of Transport to alter the method of taxing motor vehicles.

I do fully appreciate the problem which is outlined in your letter and I have every sympathy with your views. I have written previously to the Minister of Transport at the behest of other Constituents and I do understand the problems that the Minister's proposals will have on the work carried out by restorers and enthusiasts of old vehicles.

I will do all I can to support your cause.

With kind regards,

Yours ever,

Jack Aspinwall, MP

Our ref: JA/ES/2524

P. J. Hall, Esq.,
Gen. Secretary,
Triumph Mayflower Club,
75 Morley Rd.,
Staple Hill,
BRISTOL BS15 4QY

Welcome to new members.

The following new members were confirmed at the last meeting of the Committee and we welcome them into the fold:-

331
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I am sorry not to provide full addresses but do not have them to hand.

-oOo-

Alan Fenton and Reprints of the Manual

Some two years ago member Alan Fenton offered to provide a service for photocopying sections of the Workshop Manual. This got under way and there were several satisfied customers. However Alan changed his job, moved house and now spends long periods overseas. He thus regrets that he can no longer undertake to provide reprints and apologises for the lack of answer to some peoples requests.

Is anyone else in a position to take on this job. You need access to a photocopier gratis or at very low cost (which you would have to recover from your customers) as well as the time and dedication to get on with it.

-oOo-

THE HON GENERAL SECRETARY WRITES

Having had the pleasure of meeting so many of you during the past few months, namely at our National Rally and at the Standard-Triumph International Rally at Charlecote Park, my next meeting with you all and hopefully many of you whom I have not had the pleasure of seeing during this year of 1980 will be at our ANNUAL GENERAL MEETING which will be once again held at "The Two Boats" Inn, Long Itchington, Warks. on 19th. October 1980. For the benefit of any of our members who have not attended an AGM at the above venue, may I help you by saying that Long Itchington is to be found about 10 miles southeast of Coventry and about 17 miles north of Banbury on the A423.

This meeting is the most important of the year in the eyes of the Club, for this is where you can say your piece and influence the direction in which you feel the Club should be going. This is your Club, we the Committee are only your unpaid Officers and it is up to you to tell us what you think needs to be done, otherwise anything that has not been done to your satisfaction may still be done in the same way.

To draw your attention to one of the Club's greatest needs...one volunteer to take on the job of SPARES SEC. Peter Burdge, who has been dually responsible for Spares and Treasurer, feels that the time has come to shed part of the load and as his home life and leisure time have been fully occupied by these dual roles, it is not hard to see that even Peter should be able to enjoy some private life....so have we a volunteer out there? If so do not hesitate to send me your name and membership number and of course come along on 19th. and meet the Committee. I don't know who the Committee will be at that time as an entirely new one may be voted into office at the meeting, but come along just the same.

Finally, may I wish you all pleasant 'Flowering and hope that the 'Two Boats' will now be too small to accommodate you all.

SEE YOU AT THE ANNUAL GENERAL MEETING,

Phil Hall

BOOKS. BOOKS. BOOKS.

Some books that may be of interest to the Enthusiast of Motoring, especially those that highlight the Mayflower or Triumph Cars.

"THE STANDARD CAR:" 1903 to 1963 by JOHN R. DAVY.

This book includes the Mayflower and other Cars by Triumph.

"BRITISH CARS of the EARLY FIFTIES 1950 - 1954. OLYSLAGER AUTO LIBRARY.

This book has in it the Mayflower Drophead Coupe.

Other Monthly Motoring books that can be useful to the Car Owner are:

PRACTICAL CLASSICS. COLLECTORS CAR. OLD MOTOR. THOROUGHbred & CLASSIC CARS.

In these days of Austerity perhaps not all these Publications are within Your reach, but of the above mentioned, I would recommend Practical Classics as it deals with many of the thorny problems that beset the Classic Restorer, Amateur and Professional.

Phil.

I suppose that as Chairman of the Club I ought really to have a real spanking concourse Mayflower. As many of you will know I do not have a 'Flower at all having joined the Club when my son Robin had one....but that is another story that most of you know anyway. The point is that that car of Robins, sold several years ago, put a new dimension into my enjoyment of motoring and this itself has undergone subtle change as the cost of motoring has gone up and up. My objective these days, and that which gives me real pleasure, is to enjoy my motoring at absolute minimum cost while still driving a car that is reasonably neat and tidy and, most important, reliable.

How does one go about this? I suppose the starting point is to select the right sort of car, and one basic type that provides well as a basis is the Triumph Herald. Over the years this appeared in a number of guises (the 948 cc, 'S' type, the I200, I250, I3/60) and all were built in fairly large numbers so there are plenty still on the road and in the breaker's yards. The Spitfire was based on the same basic frame adding further to the source of spare bits, and the 6 cylinder Vitesse has the same design but with certain units, like gearbox and diff., beefed up. So we come to Point No.1...never buy a new part unless you cannot find a good secondhand one. But with so many Heralds about you usually can find a good used bit and at a very low price. For instance on one foray to a breaker recently I acquired a pair of good-as-new rear shockers, a good speedo head, a gearbox tunnel carpet, a dash ashtray with unmarked veneer, a perfect headlamp chrome trim and various sundry bulbs and other small items...£5 the lot. I heard of another one locally that was about to be carted away, contacted the owner and gave him £10 for two hardly worn 3800 radials with one other good enough for a spare, then was told "Anything else you want, strip it off and take it". This provided a better steering wheel than my daughter had, a hot water control for the heater (which hers lacked) and a spare sidelight lens and rim. A point about the tyres is that they were of course already on the appropriate rims, which are common to all the models listed above.

So I think we have established that spares can still be obtained very cheaply and often for nothing at all. Obviously for some parts you may have to buy new, for instance it is probably wise to use new track-rod ends, but at least they are still readily available. Miraculously my local motor accessory store still has them off the shelf.

One advantage of sticking to the one type is that you get to know it inside out, in particular the weak points, which fortunately are fairly few in Heralds. This of course helps in laying in stocks of appropriate pieces when you come across them going cheaply. One such weakness is the universals each side of the diff. for the swinging half-axes, so I was pleased when Robin came home with two needle-roller kits at only £1.75 each, brand new. The other weakness is that the outriggers of the frame are rust prone but are easily obtainable and easy to fit if you have welding gear. Life begins to get difficult however when the central twin-box spine suffers the dreaded lurge, mainly from rusting inside the boxes, although experience has shown that within reason these can be patched up by welding odd pieces of scrap steel sheet. perhaps the time to call a halt is when you find yourself patching the patches.

It is also often surprising how sound and long lasting a 'temporary' repair can be. For instance my wife's Herald's radiator sprang a leak one evening but was urgently needed next day and this was one spare I did not have on hand. In desperation I made up a dollop of Isopon and while pressing a piece of hardboard flat against one side of the 'honeycomb' shoved the stuff in from the other so as to finish up with a plug of Isopon right through the rad about 2" in diameter and neatly flush both sides. Wonder of wonders it worked. That was 2 years and some 50,000 miles ago and it still doesn't leak. So you can see how spalled I was at John's horrific tale of trouble and cost in last issue!

Another area for effective 'bodging' is in the cosmetics of non-structural places like rust holes in body panels. Bearing in mind that our objective is to make the thing look reasonably presentable for a couple of years or so only, and that you probably gave next to nothing for the car in the first place, a 'bodge' seems justified and good enough. Quite reasonable results can be achieved using very light tinplate (eg from 5litre oil cans) which can very easily be cut and beaten to something approaching the right shape, with generous overlap. This is then pop-riveted into place (the pop rivets being sunk into tents made with a punch) and the whole area, or at least the edges, smoothed over with a thin coat of filler. A quick rub down, paint, and it hardly shows from a few feet away...cost, a few pence.

The only real drawback with all this is that you must not cost your own time...this must be for love and I have to admit there are times when one would rather put a match in the little horror's petrol tank. Nevertheless the inverted snobbery pays off when you hear people bemoaning the depreciation of their motorway cruiser, or the cost of replacement 'throw-away' units and so on...whereas you have arrived in perfectly adequate transport which has cost you virtually nothing and so cannot depreciate, you know you probably have most of the spares you are likely to need or know where you can get them almost for the asking. Ah, the smug satisfaction!

Mind you, the wife is sometimes heard to give vent to such heresies as "It would be nice to have a new car again". Perhaps this is why she at least has the youngest and best of the family fleet of Heralds!

None of which is anything to do with Mayflowers, unless I suppose like a number of our members you use one every day and the object is merely to keep it running. After all, one of the objectives of the Club is to encourage the sport of motoring and the foregoing is, to me, largely what it is all about. Anyone can have a magnificent car if they pay other people enough to do it for them. I prefer to do my own thing AT MINIMUM COST!!!

The AGM for 1980 will take place at "The Two Boats Inn", Long Itchington, on the A423 about 7 miles south of Coventry, starting at about 2.15 pm.

The "Two Boats" does bar lunches (ie things with chips) and has excellent car parking. We will be using the saloon bar cum dining area as soon as possible after lunchtime closure. Tea and sandwiches will be served around 4pm for which we will seek a contribution, towards the cost, of 50p per adult present. We have to be away soon after 5pm so that the place can be cleared up for the evening opening.

Last year we found that a formal session followed by an informal discussion was most useful and enjoyable so the same is proposed this year. Formal business will be fairly straightforward as there are no motions for discussion, and the order of business will be as follows:-

AGENDA

- 1/ Apologies for absence.
- 2/ Minutes of the AGM 1979.
- 3/ Matters arising from the Minutes.
- 4/ Hon Secretary's Report
- 5/ Hon Treasurer's Report
- 6/ Hon Rally Secretary's Report
- 7/ Hon Spares Secretary's Report
- 8/ Hon Membership Secretary's Report
- 9/ Chairman's Review
- 10/ To fix subscription rates for 1981 *
- 11/ Election of Officers and Committee Members ** , appointment of Auditors.
- 12/ Any Other Business ***
- 13/ Informal Discussion.

NOTES

- * The Committee recommend that the current rate remain unaltered for 1981.
- **The posts of Chairman/^{Vice Chairman} Secretary, Treasurer and Ordinary Members 1 & 2 are by election of the Club in General Meeting, current incumbents being automatically eligible for re-election unless declining so to do. The posts of Rally Sec, Membership Sec, Spares Sec and Magazine Editor are Committee appointments but for convenience where the present holder wishes to give up the job will be considered at the same time as elections.
- Chairman..R.B.Bussell, feels that it is time some keen, new, energetic person had a go and prepared to step down if anyone is nominated, otherwise prepared to carry on but does not promise particularly dynamic leadership!
- Hon Sec...Phil Hall, happy to stand for re-election.
- Treasurer.Peter Burdge, happy to stand for re-election.
- Ord.Mem 1.Malcolm Bath, happy to stand for re-election.
- Ord.Mem 2.Derek Goodyear, past Chairman, Honorary Member, happy to stand for re-election.
- Rally Sec.Reg K.Varney, happy to carry on.
- Vice Chairman. F.Lane, happy to stand for re-election.

Spares Sec. Peter Burdge, MUST give it up...VOLUNTEER URGENTLY NEEDED.

Membership Sec. Reg Varney, happy to carry on.

Editor.....John Baker, wants to give it up..VOLUNTEER URGENTLY NEEDED.

Archivist..Post vacant, anyone interested?

Notwithstanding the foregoing, any member may be nominated for the elective posts (drop a line to Hon Sec if you want to nominate someone, but make sure first that they are prepared to stand. For the non-elective jobs, we need most urgently volunteers for Spares Sec (this would be dealing with New Spares only (see note elsewhere re. secondhand spares) but with overall spares responsibility), and for Editor of Flower-Power.

*** Any Other Business. Strictly speaking at an AGM there should not be any, that is to say any formal motions should have been put to the membership in this notice. Unfortunately such motions were not called for in the last issue of FP although the date of the meeting was stated and reference to the Rules should indicate the need for prior warning of intention to raise any matter at AGM. Chairman is thus prepared to accept for discussion non-contentious matters but reserves the right to stop short at a vote, making the matter the subject of a postal ballot or Extraordinary General Meeting if appropriate. Members present are asked to note the distinction between 'AOB' and the later 'Informal Discussion' and not raise in the former matters more appropriate to the latter.

A QUORUM IS 15 MEMBERS. MAKE SURE WE REACH A QUORUM BY ATTENDING THE ANNUAL GENERAL MEETING OF YOUR CLUB. IF YOU DONT LIKE THE WAY THE CLUB IS RUN THIS IS WHERE TO DO SOMETHING ABOUT IT.

-oOo-

Boot Lid

Well there we are then, bit of a dogs dinner (some of the reduced stuff could do with sub-titles for the hard of hearing). Sorry no report of the National Rally but I cannot print information I do not have! And nobody has sent it to me have you Reg? Still I've learned a bit about setting the thing out but trust that I will not have the opportunity to learn from my mistakes. I will however be pleased to pass them on to someone else.

If you have any contributions for the next issue, around Christmas, you had better send them to Phil Hall who will pass them on to whoever takes on the job.

In the meantime best wishes to all, lets be seeing you at the AGM, and dont forget to write to your MP about the ownership tax thing!

Roy Bussell

Acting unpaid temporary part-time supernumary reluctant Editor.

STOP PRESS

Congratulations to MICHAEL HUDD who having carried off the Main Concours Prize at BURFORD, followed it up by Taking the Cup for the Best Mayflower at the STANDARD/TRIUMPH INTERNATIONAL RALLY at CHARLECOTE PARK, Warwickshire, BARRY FRARY of Rotherham was runner up.

RALLY SECRETARY'S NOTICE BOARD.

On July 13th. our 6th. National Rally was held at the Cotswold Wildlife Park, BURFORD. Driving up from Bristol early in the morning, I thought we were in for another "Washout", but by the time My Wife and I arrived at Burford-the sun was shining beautifully and so it continued until we were due to start the Prize Giving - when King Canute turned into a Magician, and the heavens opened.

We had some beautiful Cars on display, ranging from a 1924 Standard Kenilworth Tourer-right down to our 1953 Mayflowers.

The Driving Tests were Organised by Derek Goodyear, who put loads of work into bringing along many new ideas, "Thank You", Derek, a job well done.

You will be pleased to know that we made a small profit on the Rally, largely due to the kind Sponsorship of:- Tysley Handbrake & Pressings of Birmingham, M & L Engineering of Solihull - Many thanks to Geoff Smith & Martin Elvins.

Franks Stall and an Auction plus a Raffle brought in a further £31-00. ("Thanks" Everyone).

AWARDS. 1st. MAYFLOWER. Mike Hudd. 59 Points.
2nd. Graham Dean 58 Points.

and only one Point separated the next three, sothe Standard of our Cars are improving.

DRIVING TESTS. 1st. Graham Dean 268.Points.
2nd. Malcom Bath. 245 Points.

Distance Award. Barry Frary. Rotherham.

VISITORS CONCOURS. 1st. Stanley Webb. 1926 Standard Stratford 60 Points.
2nd. Bernard Law. 1933 Triumph Pillarless 8. 56 Points.
3rd. Len Barr. 1923 Standard Kenilworth. 55 Points.

DRIVING TEST John Denning. in His 1955 Paramount Convertible.

Chairman's Award. John Baker.

In closing, I would like to "Thank" Bob Train of Club Triumph for the P.A. System, Cotswold Wildlife Park for having us again, Mick McCormack of J.R.T. Coventry and most of all, all our Loyal Supporters who came to make this Rally- one to be remembered. Those of You who did not Join us, missed a good day out.

One of the few fine Sundays of this particular Summer, found a few of us on one of ROY'S highly organised Treasure Hunt type of run, using Maps and Grid Reference System, 6 of us set off at intervals on a 35Mile Tour of theHampshire Countryside, finishing up at the "Bussell" Country Seat for a Cuppa and a Sandwich. Once again Peter Burdge was the Winner- on a TIE BREAK QUESTION. We do have fun on these outings. If only more Members would join us , I am sure that Roy would not complain, even if he had to make enough Tea for 50 thirsty mouths. Sorry Roy.

Sunday September 7th. saw the dawn of yet another fine Summers Day (why could I not have had this weater for our Holidays in August).

CHARLECOTE PARK near Statford - on - Avon was the Venue for S.T.I.R. V., where over 100 Standard and Triumph Cars were turned out in all their glory by their proud owners, to be inspected by awe inspired children, with envious Mum's and Dad's in tow. All the hard work put into Restorations were amply rewarded by the crowds of visitors who came to look and talk "Old Cars". Amongst the Entries there were Six Mayflowers- I would have expected many more, nevertheless, they stood out like little 'Gems' amongst the brilliant array of vehicles- All credit to our Members for keeping the Flag flying.

My personal thanks to Malcom Bath, Peter Burdge, Phil Hall and My Wife, Joyce for standing at the gate for most of the Morning, Receiving all the Entries. For those of You who may have attended one of these larger type Rallies will know how arduous and yet rewarding task it is, welcoming entries and directing them in the right direction to where they will stand their Car(s).

This Year there were no Overseas Entries- which was most unfortunate. To all of You that came along however may I wish You All 'Good Luck'.

Reg.

MEMBERSHIP.

There has been a slow down on New Membership, only a few New Enquiries since our last Magazine, there has also been a reluctance of many Members to renew their Membership during the last Twelve Months, I sincerely hope that the Winter Months will see an upsurge in new Members coming along. Perhaps we will see more people buying and keeping MAYFLOWERS (The Car with the Queen Victoria Bottom and the Queen Anne Top) quote from and respect to Michael Sedgewick.

Let us extol the Virtues of "Our Car" more - albiet few they may be, even so Mayflowers are still Beautiful Cars.

Reg.

CLUB TIES. CLUB TIES. CLUB TIES. CLUB TIES.

Are You wearing one of our Club Ties? NO. Stand back in amazement.

I still have some available in Green Terylene @ £2-50 each (including P & P.)

I have been informed by our suppliers that the next batch will cost much more.

Get them now while stocks last. Wives put it on Your Gift to Husband for Christmas List. Ties £2-50. Ties £2-50.

Reg.

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