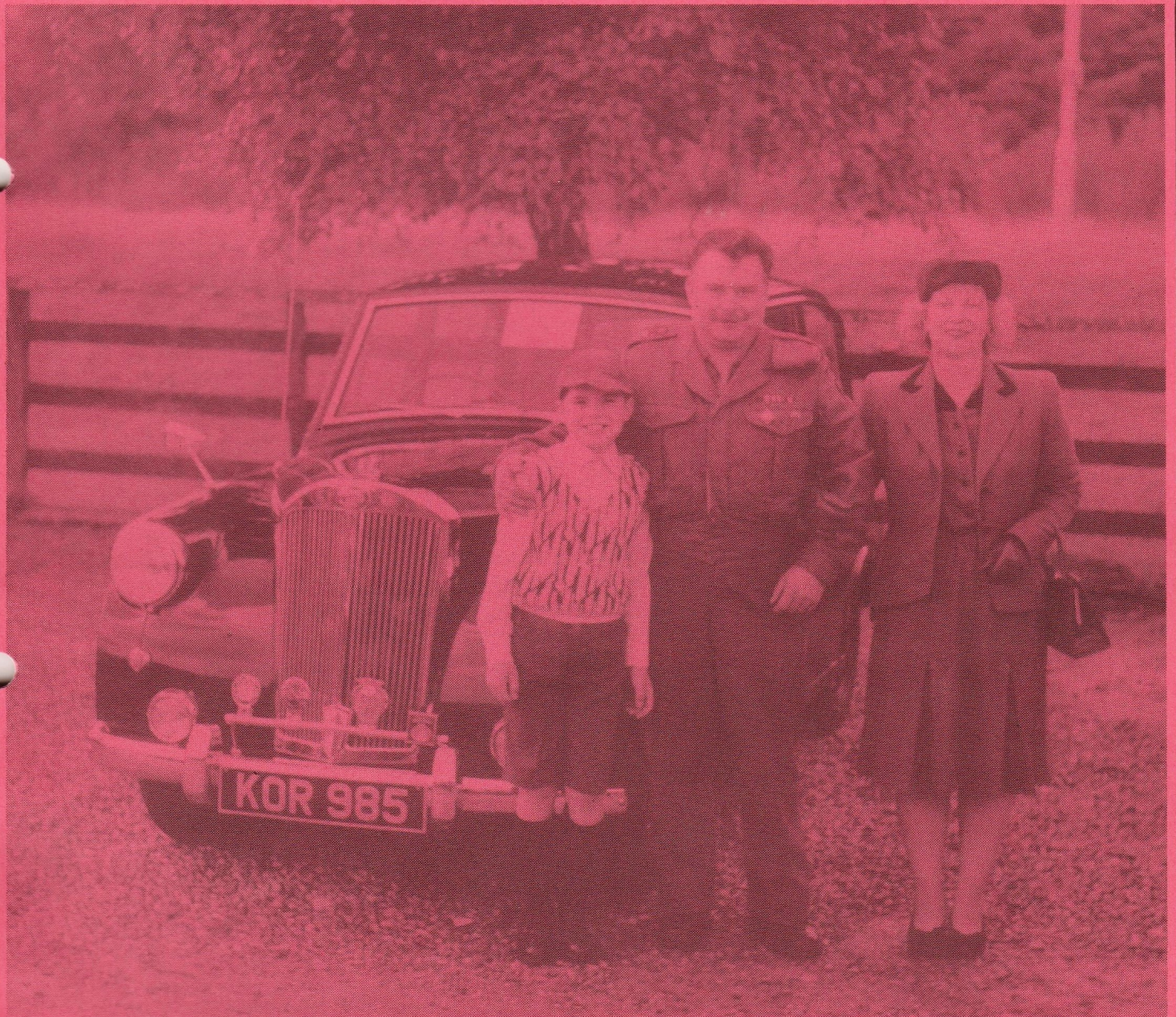


TRIUMPH MAYFLOWER CLUB

WINTER ISSUE 1992



(MEMBERSHIP) WORLD WIDE



FLOWER POWER



THE TRIUMPH MAYFLOWER CLUB

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<i>ORDINARY MEMBER No 1</i>	Edith Webber
<i>ORDINARY MEMBER No 2</i>	Peter Smith

*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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SALES/WANTED

Cover Photo: Alan Kormes with his wife Maureen and son Jason
pictured with "Molly" on the Forres vintage theme day.

The information contained within Flowerpower 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.

SPRING

SUMMER

AUTUMN

WINTER

FLOWER POWER

EDITORIAL

On behalf of everyone on the committee I would like to take this opportunity of wishing all our members and their families a very Merry Christmas and a Happy, Healthy and Prosperous New Year.

I would also like to thank everybody who has sent in the many contributions which appear in this edition. I know I am repeating this every edition but it is your magazine. If you can put something into it then you also get something back to show your friends and impress your family. (I hope that doesn't sound too trite, but I would like to have lots of your news to print). I hope you all enjoy reading the magazine as much as I have enjoyed putting it together. I think that there is lots of really good material in this edition. I hope you agree.

I have managed to write the second episode about my car and I hope you find that interesting. It's much more of a technical piece this time, but it seemed to fall into place at the right point in time.

I have unearthed an article from the archives, which may have appeared in print in a sales brochure or a Triumph magazine. It does not have any reference on it, being just a photocopy of the article, but is dated September 1950. If anyone recognises the piece, please let me know. It is called "5000 miles through Europe in a Triumph Mayflower". I have had to omit all the photographs in the original article because of lack of picture quality.

Alan Kormes description of two of his outings in his car "Molly" occupy pride of place in the magazine this edition. Well done Alan, not just on representing the club so well on your travels, but also on the way your article takes us all along with you. A splendid piece of writing I'm sure everyone will enjoy thoroughly. (Any spelling mistakes in Alan's stories are probably my fault as I have retyped it so that the printing in the magazine is the same everywhere...).

PS. Don't forget to put the following dates into your 1993 diary

- :- The A. G. M. will be held on Sunday 28th March 1993.**
The venue is the same as last year as it is felt to be fairly central - **EATHORPE PARK HOTEL, EATHORPE, WARKS.**
- :- The Annual Rally will be on Sunday 18th July 1993.**
The venue is at **HIGHCLERE CASTLE, NEWBURY, BERKSHIRE.**

Start making your plans for 1993 **NOW**

Phil Benson
Editor.

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FLOWER POWER

MOLLY'S TRAVELS

Now the rally season is closing I have found time to put pen to paper to tell you about a couple of events we have been to in our Triumph Mayflower (MOLLY).

FRIDAY SEPTEMBER 5th We, my wife Maureen, son Jason and myself set off on our eleven hour journey to Forres, near Inverness in Scotland, to take part in a week-end of motoring nostalgia. We stopped every 100 miles to let Molly have a rest. It was about 9.00 pm. when we were travelling through the Highlands Region, past the Cairngorm Mountains. It was very cold, we could have done with a thermostat in Molly. Finally arrived at the Hotel about 10.00 pm. having travelled 431 miles. We were ready for a cup of tea, then I thought - bugger the cup of tea we'll have a pint instead, think we've earned it.

SATURDAY MORNING Had breakfast at 8.30 am. cleaned Molly and we were ready to roll. Gathering at 10.00 am. at H. Baxters of Fochabers about 10 miles away. We arrived there in time to meet the rest of the entrants, both Classics ancient and modern and a good variety of Military vehicles. The theme day being El Alamein 1942 war time. I was wearing an army uniform - Captain of the Royal Signals, Maureen dressed in a ladies 1940's suit with matching hat and handbag. The little evacuee with his gas mask box and Billy Bunter style hat - you've guessed it was Jason.

We set off at 10.30 am. on a 30 mile reliability run. This was easy after the 431 miles the day before. On the route we stopped at Roseisle forest for a period picnic, for this we received 2nd prize, the first went to a 1920's Austin 7 baker's van selling bread and cakes. It was good fun. After the picnic we headed back to Forres where the town went back in time, shop fronts were displaying old gramophones etc. in the windows. We parked along both sides of the High Street which was closed for the event, and were entertained by the Highland Pipers.



Austin 7 Van won 1st Prize in the Period Picnic. Jason buying some bread

FLOWER POWER

The sun came out and we could not believe what a lovely day it had turned out to be, after Friday which was so cold. I was sweating cobs in my army uniform. We walked up and down the High Street talking to some of the other entrants. At 5.00 pm. prizes were given for numerous awards and again we got 2nd prize, this time for the long distance award. The first prize was given to a German (I don't think they called him Rommel). On Saturday evening we were invited to a ceilidh at Findhorn bay, a little village rebuilt twice after natural disasters. After a very pleasant evening we returned back to the Hotel ready for bed after a long but good day.

SUNDAY MORNING Breakfast again at 8.30 am. and set off to meet everyone at Grant Park, Forres which was just down the road. This time a treasure hunt. So off we set with route, clues and brolly as it was chucking it down with rain. About half way on the route we ran out of petrol. Luckily I had some in the boot. You thought I was going to say I had to walk miles in the pouring rain didn't you. Actually we had to do a detour to get petrol from a little garage in Nairn. Back on the route, a few more clues and we finally made it to the Pub for 12.30 pm. where lunch was booked for all of us. As we were one of the last to arrive questions came from all directions such as, where did you get to? take the wrong turning did you? What a wonderful lot they were.

After lunch we all headed for Forres railway station to watch the 2.30 pm. STEAM train arrive. The vintage and classic trials which should have followed had to be cancelled due to the heavy rain fall. This was where we said goodbye to everyone and thanked them for what had been the best week-end event we had taken part in so far this year. Everyone was very friendly and helpful. Off we go, no not home, but for a run down to Loch Ness to see if we could spot NESSIE. We pulled in at Urqhart Castle where a Scots piper was playing highland music. We went for a walk and on return found the piper and Molly together posing for photo's for the tourists. They both looked equally chuffed.

When the photo sessions had finished we travelled a little further down to Fort Augustus. This is a charming little village through which runs a canal with a set of very large 5 rise locks. Once again we parked Molly in the car park whilst we went to watch the boats being transferred down the locks. Arriving back at the car a couple walking past stopped to talk to us. The chap asked to look at Molly's engine. As I lifted the bonnet a boy scout and his friend were walking up to Molly's rear. The boy scout said to his friend. "That boy's got a taxi for a car, he can't afford a proper one". This was where 'The battle of Fort Augustus began, - JASON v BOY SCOUT. Well after another pleasant day out we returned to the Hotel.

MONDAY MORNING After having a good breakfast, we thought with eleven hours travel in front of us it would be a good idea to make a move homewards. We set off wishing we could have stayed another week.

- - - - -

In the last edition of the FLOWER magazine the TROC invited MAYFLOWER members to attend their week-end in Somerset 9/10/11 October. Yes you've guessed right again, we decided to join them.

[I'm so glad I put the advert in the last mag. - I nearly didn't bother as it was so close to the deadline for booking - Ed.]

FLOWER POWER

SATURDAY MORNING Arrived at Shapwick House Hotel in Molly when John Popkess pulled up behind us in his splendid Renown, nice to see John again, followed by a chap called Mike. We all went inside and were served with coffee and biscuits while we waited for the others to arrive. They had gone off to Clark's shoe factory, in the village called STREET, to purchase some half price footwear direct from the factory shop. On their return they joined us for coffee, making us very welcome indeed.

Afterwards we all got together and walked through the Hotel grounds and round the little village. Then we went back to the House where we decided to group up and do whatever. Stuart, Mike and ourselves decided to go to Sparkford Motor Museum only about 15 miles away. Amongst some very rare cars at Sparkford was a Triumph Pillarless Saloon, based on a 1932 Triumph Super 7. All cars on show were fully restored before being displayed. This was a good day out.

SUNDAY MORNING Venue was at East Somerset Railway. We arrived about 10.30 am. and by about 11.30 am. everyone had arrived. There were more Renowns today. We enjoyed rides on the steam train down the Strawberry Line, which got it's name from transporting strawberries from East Somerset to Wimbledon to feed the tennis crowds each June, so we were told. After looking in the engine sheds and the museum it was about 2.30 pm., time to go home, so we said goodbye to everyone thanking them for a smashing weekend and set off back to Bradford. We finally arrived home after about six hours journey.



Alongside Loch Ness

FLOWER POWER



View of Loch Ness

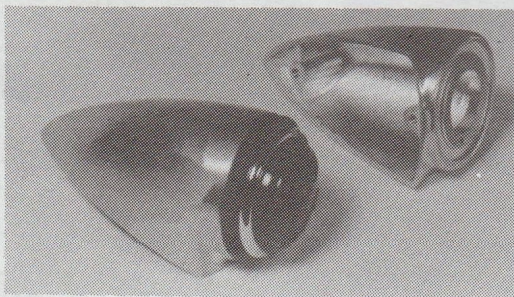
We've got just one more show to go to, this weekend 1st November. It is at the Bradford Transport Museum (Molly's pleased it's on the door-step). I won't be parking her up for the winter, I'll still keep her running in between a few little repairs.

Before I close I'm sure members will be pleased to know that whilst I was down at the Beaulieu Autojumble this year a Triumph Mayflower had been donated to the museum. It looked in good original condition.

Finally, we missed the Mayflower Rally this year, we were on holiday, Hope to see you all at the next one with the other Mayflower (SALLY) which Maureen and myself are restoring.

HAPPY MOTORING

Alan, Maureen and Jason Kormes.



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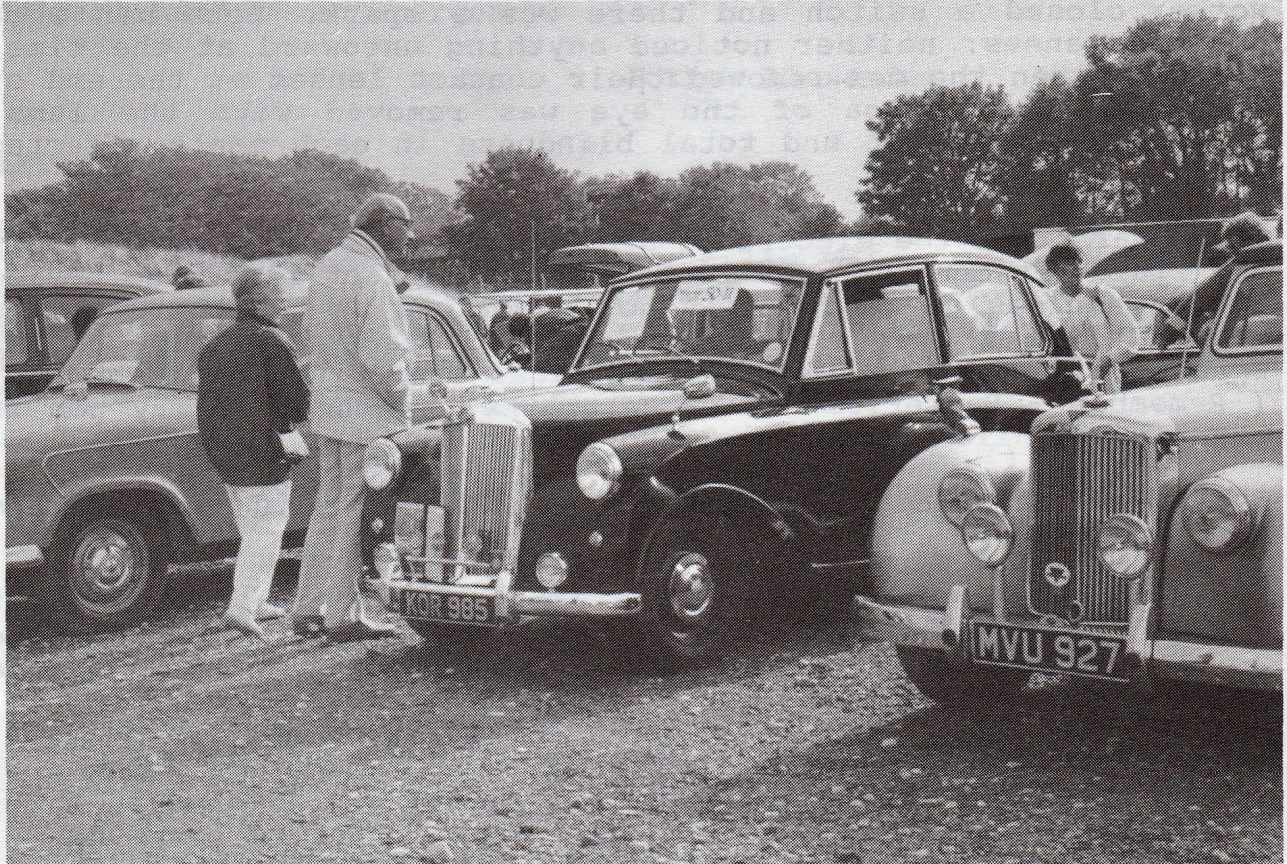
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THE BRADFORD TO MORECAMBE HISTORIC VEHICLE RALLY 1992

Alan Kormes, Terry Gordon and Neil Kershaw travelled with their families on the fifth Bradford to Morecambe Historic Vehicle Rally in September. They each took different cars. Alan took his Triumph Mayflower, Terry his Ford Popular and Neil drove a marvellous MGA from the Yorkshire Historic Car Museum. The rally, which is organised by the Craven Old Wheels Society, drew over 300 cars, some as old as 90 years, from all over the North of England. Most made easy work of the two hour scenic journey through the towns of Skipton and Settle to the Lancashire coast.



Alan Kormes' car being admired on the Bradford to Morecambe Historic Run

The convoy was enlarged by the support vehicles of the organisers and the Motoring Organisations. Driving along the sea front at Morecambe we spotted one of the immaculate Triumph Mayflowers of the Hodgkinson family who live near there. The autojumble at the Morecambe Bay Car Park provided many of those hard to get spares and as it was the end of the rally season prices were never lower. Next year we hope that the Flowers will be more numerous, so look out for a notice of next years event.

Terry Gordon

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LETTERS

The October edition of "The Globe" (The TROC magazine) carried a safety warning which I have decided to reproduce here -

SAFETY WARNING

This is a safety warning to people who wear contact lenses and do welding work on vehicles without ALWAYS using protective goggles.

One man engaged in welding work flipped open his protective shield in order to position his welding rod. The rod touched the shield and there was a spark. Another man, an electrical worker, closed a switch and there was a spark. Both men wore contact lenses; neither noticed anything untoward at the time. However, when the men removed their contact lenses at the end of the day, the cornea of the eye was removed with the lens, resulting in instant and total blindness in each man's affected eye.

It appears that the electrical arc generates microwaves which dry the fluid between the eye tissue and the contact lens. The drying up is painless and not likely to be noticed by the contact lens wearer until the lens is taken out. So Please wear spectacles when working near welding or electrical switching equipment etc. (Remember - Batteries can cause sparks, or the wife may pop in the garage whilst you are welding and so lose her sight)

Thanks to the Standard Motor club magazine who first printed this warning notice.

I had never heard of this problem until I read "The Globe" and I immediately thought it deserved wider publicity. I decided to write to my Member of Parliament, sending him a copy of the warning. He replied as follows -

23rd October 1992

Thank you for your letter of 13th October which certainly raised a most worrying situation. I think that the best thing I can do is pass your letter to Baroness Denton the Minister responsible for consumer safety at the Department of Trade and Industry and ask her for her comments on what further safety advice can be given to contact lens wearers. I will write to you again when I receive her reply.

Sir George Gardiner M.P.
House of Commons, London SW1A 0AA

I will keep members up to date with developments, but strongly request you spread the warning to all your family, friends and colleagues at work etc. Prevention is better than cure - especially so when, as in this case, there is no cure - Ed.

Article from
CAR MECHANICS
June 1964

BUYING A MAYFLOWER Could you please give me your opinion concerning my intention to purchase a 1952/3 Triumph Mayflower? I am not looking for a fast car but one which will give good service with low running costs yet which will tow a 5-cwt VW trailer tent for holidays and weekends.— W. F. J. Dunster, Chard.

PAGE EIGHT

► The Mayflower was a sound little car with a reasonable performance and a fuel consumption of just over 30 m.p.g. under average driving conditions. It had no particular faults, but tended to develop a loose gear change lever after covering a large mileage. This was more of an annoyance than a fault. As the models available are ten years old you should check the body and underside carefully for rusting. The side-valve engine was a simple unit to overhaul and maintain and will haul a trailer up to 10 cwt. without difficulty or complaint, but fit a professionally made tow-bar to distribute the towed weight equally across the rear of the car. The car was not fast by present-day standards but 70 m.p.h. could be reached under ideal conditions. Try and get a low mileage one-owner car

FLOWER POWER

LETTERS

Dear Phil,

In the previous edition of Flower Power I put forward the idea of a "help register" and promised to report reaction in this edition. Well, the reaction wasn't exactly overwhelming! In fact only three members responded (yourself, Martin Bishop and Peter Benfield) so I think we can take it that the idea doesn't have enough support to make it viable.

Still, I hope no member would turn his back on another who had trouble, and that we can always rely upon each other for a helping hand in an emergency.

Forbes Alexander Member 650

LETTERS

Dear Phil,

I enclose a copy of the Daily Telegraph and Post for September 4th 1939. The day following the Declaration of War on Germany which marked the start of WW2. You will see that even at that time, Triumph Motors was in grave financial difficulties. An article on the Financial page reads as follows -

It is announced that the assets and goodwill of the Triumph Company have been acquired by Thomas W Ward of Sheffield. The sale includes the Gloria and Stoke works. Manufacture of Triumph cars is to be continued. A receiver has been in possession of the Triumph works since June inviting offers. The valuation of the two factories was announced on July 10 as £305,229. In addition the balance at 31st. December shows stocks & work in progress of £126,656. Against this the Co. has £253,940 outstanding to various creditors. It appears that the outlook for the shareholders is not particularly attractive.

I would also like to thank members who are sending me postcards. Yourself, John Oglesby, Eric & Beryl Dix, Forbes Alexander, John Gogay and also Ian (He will know who he is) and anyone who sent one after I wrote this letter to you. I shall, of course, be very pleased to here from anyone who can spare me the time to write or to send me a postcard.

Phil Hall 75 Morley Rd Staple Hill
BRISTOL BS16 4QY

I read the paper from cover to cover and was fascinated by it - especially the advertisements showing prices that were so low as to seem quite ridiculous now. I expect wages then were even more lowly and equally as unbelievable with 53 years hindsight - Ed.

URGENT!

Our new editor requires stories, information on renovations and photographs of cars and keepers. Please help him to make your magazine of interest to everyone

PLEASE RESPOND TO: THE EDITOR - PHIL BENSON

FLOWER POWER

LETTERS

Dear Phil,

I enclose two photographs of my Mayflower at the National Exhibition Centre after the Motor Show Cavalcade on Sunday the 18th September. I am afraid that they are rather dark as it was very overcast on the day. You can just see I am No. 250



I have also included two items picked up at a recent Auto Jumble. A Triumph Mayflower Data Sheet first published in "Motor Trader" on June 20th 1951; and a large black and white photograph of a Mayflower, Registration Number JFH 531 outside quite a nice country house. The data sheet might be of some use for the magazine. Has it been included before? As for the photograph if anybody recognises the car they can have it with pleasure.

Paul Norton.

Bromsgrove, Worcs.

LETTERS

Dear Mr Benson,

Last year's Winter issue had an article about the birth certificate of our cars. and yes, it works: She was born on October 22, 1952.

But, another question came up. Obviously this particular car was assembled elsewhere, as it was delivered in kit form. Mr. John Bath from the Renown Club who sent me this information suggested SAAB in Sweden could have built the car together?

In the early eighties my car was picked up from a scrapyard in Belgium near the French/Luxembourg border. Maybe she came from Sweden (and is more continental than I first thought), but does any one of our club members know anything about these kit cars ?

If so please let me know !

Yours sincerely,
John Markerink Member 422
Kruyskamp 6
7576 EN OLDENZAAL
HOLLAND
Tel. (0)5410-16250

[See reference to Messrs Imperia Ltd. Belgium, in the 5000 miles article. Is there an answer to be found there? - I hope so - Ed.]

Don't forget the
**ANNUAL GENERAL
MEETING**

*at 2.00 pm Sunday March 28th 1993
Eathorpe Park Hotel, Eathorpe, Warwickshire*

OBITUARY

LESLIE REGINALD MOORE 1913 - 1992

It is with regret that I have to report that Les Moore, formerly of Mulliners of Birmingham and later the chief stylist for British Leyland died on 21st July 1992, after a short illness.

Les Moore was given credit for the design of the Triumph Mayflower, and there is every reason to suspect that he was also responsible for the more succesful & attractive 1800/2000/Renown.

I am grateful to "The Globe" for forwarding this information. Ed.

FLOWER POWER

LETTERS

Dear Phil,

I started to think about my family history way back in 1977 soon after my mother died. I wish I had started earlier. After our Pearl Wedding Anniversary in 1980 I realised our 30 years of marriage had given us 3 children & (then) 4 grand children. I decided to find out more about my back-ground and my ancestors.

Some 12 years later Paul, my eldest son, and I have traced one side back to 1594 and 1665 on my grandfathers side of the LACEY family and back to 1774 on one side of my grandmothers family. My Mothers maiden name was MUSSELWHITE and on her side we are back to 1656 and 1754. It has been very interesting going back over the old Parish records to find out the various trades of your Forebearers - MASON, BEERSELLER, FARMER, MARINER and a HIGGLER. I don't know what a Higglers was so any ideas? We also found that quite a few children died at an early age, also that we had quite a few twins in the family.

I use a record card system to record my family tree on. My son Paul, has produced blank copies of Birth, Marriage and Death certificates on which we record details as we find them out. If anyone is interested in starting tracing their own family history, Paul can supply the forms - contact me for more details. We still have many blanks to fill. On my grandmothers side we only know her married name ELLEN BEAVIS. The other names I am interested in are LACEY - MUSSELWHITE - EATON - BUDDEN - COOK - BRIMMELL - I would like to hear from anyone in the club with those names. You never know there might be a connection !

Bert Lacey Member 121 Phone (0344) 484132 or write to:
26, Nightingale Cres. Harmanswater, BRACKNELL RG12 3PV

Don't forget the
ANNUAL GENERAL MEETING

at 2.00 pm Sunday March 28th 1993
Eathorpe Park Hotel, Eathorpe, Warwickshire

AND THE

NATIONAL RALLY

Sunday July 18th 1993
Highclere Castle, Newbury, Berks

LETTERS

Dear Phil,

I read with interest Forbes Alexander's article on Flashing Indicators in the Autumn issue of Flower Power.

I'd like to tell you about the system that a previous owner fitted to "Toby" (JOW 266). As you can see from the enclosed photograph orange lights were fitted at the front between the headlamps and the sidelights. Extra rear lamp units were fitted at the back, also with orange lenses. Connections were made via the snap connectors where they come out of the steering column to a flasher unit and then to each of the light units. An indicator panel with two lights has been fitted at the top of the parcel shelf on the drivers side. This system has unfortunately left the trafficators disconnected but I am aiming to redesign the whole system so that I will have both trafficators and flashing indicators working. I am sure that doing the conversion this way could be cheaper than the £81 quoted by Forbes.



"Toby" and I have been busy this summer attending 8 shows and rallies (not the club rally, but look out for us next year) including once again the London to Brighton Classic Car Run in June where Toby's dynamo burnt out. We got as far as Taunton on the way home before the battery finally gave up and we had to be rescued by the Automobile Association. I suppose that's one of the joys of Classic Car motoring!

John Robertson Member 593. Cullompton, Devon.

My flashing indicators were also fitted by a previous owner. They use additional fittings at the rear, but the front sidelights are fitted with brake/rear bulb holders. The brake part being used for the flashers. The system on my car uses two flasher units and incorporates the trafficators. I'll try to draw a wiring diagram for the next magazine, and include it in my serial somewhere. Ed.

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SERIAL

UNCLE PHIL'S TAXI - Part 2

While I was working down in Surrey, away from home in Derby, I had lots of time on my hands from Monday to Friday. I spent most of this reading car magazines and drinking the odd glass of beer or two. One day I thought that there must be plenty of things on the Mayflower I could be doing without needing access to the car. I decided to ask Santa to bring me a wiring loom for Christmas. It duly turned up via Auto-Sparks, complete with all the fittings and fastenings required to do the full re-wire.

Soon after Christmas I was again back down in Surrey. I took the wiring diagram page out of my workshop manual and enlarged it on the photo-copier at work. This took it up to double the original size and made reading all the colours etc. so much easier.

I used sticky labels to mark up each wire with the connection I expected to find on the car. Most of them were fairly obvious once the loom was laid out on the floor. I even put many of the connectors in place, ready for the actual re-wire to begin.

At home the next week-end I laid the loom out next to the car, checking the labels against the old wiring. Once I was fairly sure I had everything marked up I ran the engine for a last time before removing the battery and stripping out the old loom. I was pretty brutal removing the old stuff. It was so brittle that it broke in pieces almost as soon as I touched it. I cut the old wires at the point they go through the scuttle into the back of the dash-board and left it at that for another week.

Several weeks later - Life's like that isn't it - I started to put in the new loom. I cannot praise the manufacturer enough. Every wire was the correct length, colour and size it should be. I got most of the loom in and pushed the end through the scuttle and left it loose behind the dash. The next weekend I did the dashboard re-wire in one go. All the old wires out and the new ones in. This seems the best way to do this part as you can keep a picture of the old wiring in your head while doing the new.

The last bit was to re-wire the steering column. Like many a fool before me I undid those little screws and watched in dismay as springs washers nuts and tiny bolts fell higgledy-piggledy onto the floor and disappeared into every nook and cranny. I can recommend the steering column re-wire job to anyone as a way to keep busy for several weekends. I had mine together three times before it was all working properly again.

At last I was finished. I was very nervous as I put the battery back on. I have seen a bad short burn a loom out in seconds on an old car. Thank heavens I had no problems when I switched on.

Phil Benson Member 490

WINDSCREEN RUBBERS

Available from the Spares Secretary

5000 MILES THROUGH EUROPE IN A TRIUMPH MAYFLOWER

(Reprinted from a photocopy of an article found in our archives dated Sept 1950 - Author not known, If ever published not known).

THE ROUTE COVERED THE WORST PAVED ROADS THAT THE COMPANY'S LOCAL DISTRIBUTOR'S COULD FIND IN BELGIUM. FROM THERE TO REIMS, DIJON, LYON, ACROSS THE CENTRAL MASSIF TO ST. ETIENNE, AURILLAC, CAHORS, BORDEAUX, BIARRITZ, ACROSS THE SPANISH BORDER TO BARCELONA, INTO THE PYRENEES FOR MOUNTAIN TESTS AT BOURG MADAME, BACK TO FRANCE AND THEN THROUGH BORDEAUX TOURS PARIS CALAIS AND HOME TO ENGLAND.

Britain's new Light Car on Europe's Roughest Roads

When Sir John Black, Deputy Chairman and Managing Director of the Standard Motor Co. Ltd. decided early in 1948 that the Company should re-enter the light car field he gave instructions that the car was to be tried under the greatest variety of road conditions possible, therefore one day in January, the engineers at The Standard Motor Company arranged to include a long road test of The Triumph Mayflower as part of the rigid research programme laid down for this new car before it was offered to the retail markets of the world. It was decided that this road test should include long runs over the worst roads that could be found and under varying climatic conditions, so the Continent was chosen as a suitable proving ground.

On Monday, April 3rd the car with a team of drivers and mechanics under the instructions of Mr. E G Grinham, Technical Director of The Standard Motor Company Ltd. arrived at Ostend and in the following 25 days, 5200 miles were covered, over 200 miles a day through sunshine, rain, fog, snow, dust and ice-bound roads. Mr. Grinham, personally supervised the bulk of the hard road test and worked closely with his team each evening settling details for the next day's run.

At Nessonvaux-sur-Liege, the Mayflower was taken on an unusual trip over the elevated banking of the test track at the Assembly plant in Belgium for Standard cars operated by Messrs Imperia Ltd. Engineers from the factory were loud in their praise of the steering and road holding performance of the Triumph Mayflower under all conditions.

On the Jabbeke road, one of the finest stretches of straight concrete road on the Continent, the Triumph Mayflower put up a fine performance by covering 25 miles in 25 minutes. At the same time various checks were carried out and interesting figures were obtained of petrol consumption at different speeds.

Belgian roads are notorious for their deceptive and sudden changes from excellent surfaces to bad pavé sections that seem to have received no attention since the 1914-18 war. But as they are generally straight, high averages can be maintained under trying conditions - excellent for proving suspension and bodywork. For eight days and for 2,000 miles the Mayflower was driven fast under these conditions with no ill effect.

FLOWER POWER

With historic Reims as Headquarters, a day was spent on a special run over an interesting diversion from the main route - a round trip of over 225 miles including Paris was comfortably made in the day, the actual time for the circuit being seven minutes over six hours. On the Quai d'Orsay the Mayflower had a puncture and the driver and mechanic reported great difficulty in changing the wheel due to the crowd of interested onlookers.

Then across the Central Massif from Lyon to St. Etienne, Aurillac and Cahors. The weather on this section was exceptionally wet and cold which gave an excellent opportunity of seeing whether the car was waterproof and proving the efficiency of the air conditioning and heater unit which is built into the car as part of the instrument panel design. Mr. L H Dawtrey and Mr. H Webster, Technical Engineer and Chief Chassis Engineer who had flown to Bordeaux to see for themselves the behaviour of the car in this difficult section in the Spanish and Pyrenees run were met by the Triumph Mayflower on their arrival.

On the morning of April 19th the Triumph Mayflower started on the long run from Biarritz to San Sebastian and on to Madrid, 340 miles comfortably achieved in the day. During this journey, four grown up passengers whose weights totalled over 5.5 cwt. were carried in the car. High averages were maintained, in one case 28 miles were crowded into 32 minutes. In Madrid the travel stained car was parked outside the premises of Messrs. C de Salamanca S.A., the distributors for Standard and Triumph cars in Spain, where it again attracted considerable interest.

The rest of the Spanish trip was completed under appalling conditions. Snow and ice were encountered in the Pyrenees near Bourg Madame and fog and ice between Ripoll and Puigcerda held the trip up completely, the crew having to take shelter in a mountain inn for the night, and all this in sunny Spain. Two days previously everyone in the party had been picking oranges in Valencia in brilliant and warm sunshine.

Re-entering France the team travelled via Toulouse, Bordeaux, Tours and Paris, heading for Calais and England, and the end of a successful journey.

It was the intention at the commencement of the Continental trip with the Mayflower to drive the car hard and continuously under the severest conditions, therefore the strain of varying loads imposed on the body and suspension were equal to many thousands of miles of normal driving. This journey, coupled with all the previous tests through which the Mayflower had been subjected, gave confidence that no matter how severe the conditions are likely to be in any country, this car will stand up to them.

The Triumph Mayflower used for the trip was Reg. No. JWK 612 and was accompanied on the trip by two Standard Vanguard Phase 1 Cars and a Standard Vanguard van. Unfortunately the photos will not reproduce. If any of you intrepids would like to think about repeating the trip let me know and I will send you a photocopy of the complete article. Have Belgian roads improved at all ? - Ed.

WANTED

Jim Smethurst asks me if any member has got an arm-rest, condition of top unimportant, but the bottom should be in good condition. It is wanted by Bob Lytle, Member No. 693, over in Arizona USA but tell Jim if you can help out.

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SECOND HAND SPARES - JIM SMETHURST is now getting to grips with the job, so if you need anything at all drop him a line or give him a ring - 18 Beech Grove, Ashton, PRESTON, Lancashire, PR2 1DX
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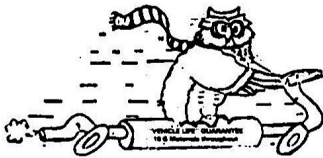
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Lancashire U.K.
PR5 0EN

Your Membership Card will be enclosed with the first magazine after April 1993 or enclose a SAE for return by post.

TRIUMPH MAYFLOWER CLUB NOTICE

Terry Gordon and Mike Webber will be resigning as Club Secretary and Treasurer respectively. Both have held these posts for several years. The Club depends upon it's volunteer committee, who perform their duties in their spare time, for the smooth running of the Club. Most jobs only take a few hours a month. If any member feels they might want to be nominated for either of these very important positions at the next AGM, would they please contact Terry Gordon (0254 853469) for further details.

CLASSIC CAR TOUR 1993

This is a one day, non-competitive, touring and sportscar event on Sunday 27th June 1993. Cars will start at 08:00 from Saltash to Launceston, Liskeard, Lostwithiel, Bodmin then lunch at the Royal Showground Wadebridge. In the afternoon the route will go to Truro, St. Agnes, Perranporth and back to the finish at Wadebridge. About 120 miles in total.

The entry fee is £30 including rally plate, stickers, route book and buffet lunch. Accommodation at reduced rates is available in Newquay. Regulations and entry forms will be available from February 1993, but a £10 deposit now will guarantee you a place.

Further details from John Cullum
35, St Clements Close
TRURO,
Cornwall
TR1 1PA Phone (0872) 76591

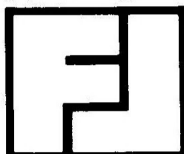
[I am trying to persuade my wife to do this one with me next year as I was brought up in Porthcothan Bay, Cornwall until I was 11 years old. I would love to revisit the area I lived in during the 1950's - Ed.]

BASINGSTOKE FESTIVAL OF TRANSPORT

This will take place on Sunday 16th May 1993 at the War Memorial Park, Crossborough Hill, Basingstoke, Hampshire.

For further details send a stamped addressed envelope to:-

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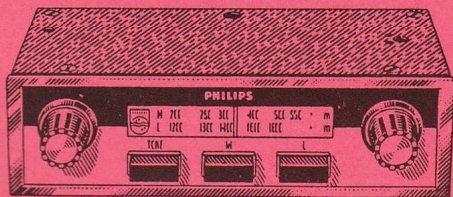
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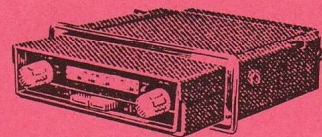
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