

Triumph Mayflower Club



WINTER ISSUE 1995 (No. 74)

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1994-95

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ORDINARY MEMBER No 2	Forbes Alexander

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover photo: Sue and Paul Norton in front of the "wedding cars"

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EDITORIAL**Thanks**

THANKS TO all of you who wrote in to the Club after the last magazine giving information, sending articles, photographs etc. They were all very welcome. Thanks to you I have some very interesting material to put in this issue. To the rest of you, make 1995 your year to send me a snippet or whatever.

I have included a very structured article from Peter Benfield which succeeds in telling us about his restoration and should be an inspiration to those of us trying to do the same. I would be very pleased to receive articles about your car laid out in similar fashion.

I came across a mint condition sales brochure/article at the Grand London Autojumble held at Kempton Park Racecourse on the last Sunday in September. It was £15 but I decided to purchase it on behalf of the Club for our Archives.

ARTICLES REQUIRED

Please write to the Editor with your stories on rallies, restorations or anything you feel may be of interest to other members.

Remember it's *your* club and magazine, help to make it even better!

It has been published in the magazine previously, but that was from a photocopy and the photographs in the article were not able to be reproduced. Hopefully they can be from the brochure — one day. Time will tell.

The Chancellor's recent Budget statement confirmed that the road tax would, in future, be based on possession, not road usage. This probably means many old stored cars, half restored etc. going to scrap. I hope not. Once again time will tell.

How are you overseas folks getting along with regulations etc? Drop me a line with any problems or changes you have encountered. This could be a global problem.

Mike's car

You may have seen Mike Webber's car advertised in these pages during the last year or so. Having had no serious enquiries I decided to purchase the car from the Club and have made a start on restoration work.

I have almost stripped the engine down and hope to have it to the machine shop by the end of the month (January). I intend to farm out some work on this one, unlike JBD 807, which I did all on my own (nearly ! — you all know I can't weld). The story will be told as progress is made.

Has anyone a spare distributor or a water pump or any headlamps — or a new set of chrome (joke).

This edition has been delayed because I have recently lost my father, and have had the usual paperwork to sort out.

I apologise for the fact that this magazine is not with you in time for Christmas. However I hope you all had a lovely time at Christmas and, belatedly, let me take this

opportunity to wish you all a Happy and Prosperous New Year.

I hope to see many of you during next year. Our first major meeting being the AGM on Sunday 26th March. Once again it will be held in Walsall, just off the M6 Motorway, near Birmingham.

NOTICE OF ANNUAL GENERAL MEETING

SUNDAY 26th MARCH 1995

2.00 to 4.30 pm to be held at

**ALUMWELL JUNIOR SCHOOL
PRIMLEY AVE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
—Chairman
—Membership Secretary
—Treasurer
—Spares Secretary
—Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman no later than 13th March 1995.

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for election/re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand.

The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies etc. If you come, try to bring details of your local events.

Chairman's remarks

ONE EVENING in early December the phone rang, "Hello it's Phil Benson here, it's newsletter time again, would you like to write a summary of 1994 being Chairman."

"Yes," I responded (the usual panic sets in, what the devil do I write about?).

Well here we go, the rally was a great success yet again thanks to an excellent turn-out, wonderful weather, and a perfect venue — Broughton Castle.

A vote of thanks must go to the Triumph Razoredge Club for selecting such a marvellous setting. On the phone Phil told me about Howard Pryor's amazing discovery of a barn containing some spares,

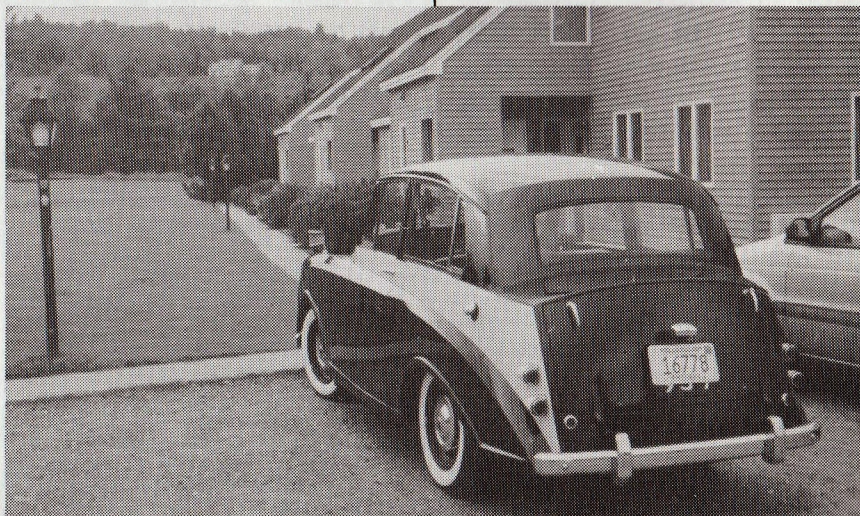
plus a Mayflower, a Renown and a cannibalised/basket case Roadster. It's truly amazing how these things still turn up. I'm turning green with envy just writing about it. I hope that Howard will be able to take photographs and narrate the whole story to us through the magazine.

On a personal note, I am taking redundancy from British Telecom shortly and will be doing the autojumble circuit more or less full-time. So if you see a sign saying *Tony Booth — Autojumble Bought and Sold* — do come over and have a chat, you're under no obligation to buy but it would help!

I hope to see even more members of the club at the AGM and Rally in 1995.

Keep those Mayflowers rolling.

Tony Booth, *Chairman*



Mayflower belonging to new member Alva Eldridge from Massachusetts, USA

One careful lady owner

by Howard Pryor

THIS STORY started in 1988 when I bought my Mayflower promising, as I passed over my money to the previous owner, that when the car was restored as good as new I would contact him to let him see it.

Well, about April last year I tried to contact him, all in vain, I rang every person in our phone book with his surname, so if anyone knows Mr Gerald McKenzie who owned a Mayflower in 1988, please let him know I tried.

A couple of weeks later I was looking through some papers and came across a photocopy of the car's V5 with the previous, previous owners address, so I rang directory enquiries but they would not give me the number, it being ex-directory.

I had some very nice photos of 'Mabel' (that's my car) and sent one with a stamped addressed envelope to this owner not holding out much hope. Weeks passed by. Then out of the blue came a letter, YES he had history, photographs, another Mayflower still and gold — (well not quite but the buff log book anyway) which he was willing to let me have. I was absolutely

delighted and wrote back the same evening.

Weeks passed again, perhaps I had been too eager. Phil Benson had booked a club stand at the Kempton Autojumble and Car show and as there were some spare tickets I sent him a pair as he lived nearby in Weybridge. I was having a great day out at Kempton with Phil and Bob Collins. When we returned to our cars there was a business card under my wiper — left by the elusive Mr Jennings, I had missed him but now had a phone number.

After several attempts to speak to him I eventually got a reply and immediately made an appointment to see him. I drove down one Sunday morning and he gave me the buff Log Book and original blue handbook.

Previous owners

When I returned home it struck me. I had bought the car from Loughton, Essex, it had come from Weybridge, Surrey, before that, but the two previous owners were in Barnet — about a mile from where I live, and Totteridge about 3 miles away.

Out came the local phone book, look up the names and addresses. I looked up the second owner — not in the phone book, with nothing to lose try the original owner — what! Still there after all these years it was Mrs Queenie Barlow, just like in the Log Book.

FLOWER POWER

I rang and introduced myself, explained how I had restored the car and would she like to see it again.

We set off to visit Queenie (now in her mid eighties) one sunny Sunday afternoon in October.

When we arrived, she explained that when the car was delivered she very nearly sent it back to the

dealer because she had ordered the car with a beige interior and not red, but her husband persuaded her to accept it.

After talking and taking photographs we set off for home with the knowledge of quite a lot of history of my car and that it did really have *ONE CAREFUL LADY OWNER*.



Howard with 'Queenie' in October 1994

LETTERS**Our day**

Dear Phil,

I thought you might like to include a photograph of my Mayflower — sorry 'our' Mayflower — in the magazine (see cover). It was taken at our wedding on 23rd July 1994 at St Michael's Church in Bromsgrove.

I had originally insisted that we should use the Mayflower for the wedding car, but soon realised it was just too small for Sue's dress and her father — even with the passenger seat taken out! So as a surprise I arranged for a Rolls-Royce to take her and her father to the church and use the Mayflower for the bride's mother and the bridesmaids.

In the end I had to concede and let someone else drive the car much to my disappointment. My friend Don Cluley saved the day, he was the one who originally sprayed the car when it was being restored.

It was a sweltering hot day, the car started (eventually) after a huge number of turns which panicked everybody — the old saying "Get me to the church on time" must have been going throught their minds.

Altogether a very enjoyable and memorable day.

Paul and Sue Norton
Stoke Heath, Bromsgrove
Worcestershire

Congratulations on the wedding, and on once again grabbing the front page — Phil.

New invoice

Dear Editor,

With extreem interest I read John Oaker's article "Mayflower Picking" in *Popular Classics* September 1994 publication.

Enclosed is a copy of the original invoice issued by a Sydney, Australia, Triumph dealer (see Page 19). The car cost £887.56 on 21st September 1951 including all taxes and number plates. I have purchased this Mayflower sedan and have it in the process of restoration. It is in reasonable condition, the upholstery is original and requires replacing which isn't a drama as we have a top class upholsterer locally.

One cause of concern is the motor is not fitted in and is in a state of dissemblery. I am uncertain if we have all the parts required to get this little lady up and running. If you don't mind, I may have to ask for assistance to track spare parts, if found to be unavailable in Australia or New Zealand. It is being repainted now.

A good friend of mine, Arthur Moorhouse here in Nowra is in the process of restoring a Mayflower Sedan, a Mayflower Utility and a

Triumph Roadster. His vehicles are in sound condition and his project is progressing nicely.

In the most recent edition of the *Pre 1954 Triumph Register of Australia and New Zealand* there are listings of ten Mayflower sedans across Australia and a further 14 in New Zealand.

Does your club accept memberships from Aussies of non-convict British heritage? I would like to know more about these little princesses.

Yours in flowering motor sport,

Bob Mann
6 Worrigeer Street
Nowra, 2541, NSW, Australia

Accept members! Yes we welcome everyone interested in Triumph cars — especially Mayflowers. As for Aussies — I even let my brother marry one, and came to Sydney in 1992 to be his

best man at the wedding. Happy memories — Phil.

New Zealand branch

Dear Phil,

I thought the enclosed photograph might fit into *Flower Power* sometime. It shows Peter and Raewyn Faber from New Zealand. He runs the NZ branch of the Australian Pre-1954 Triumph Register.

I took them for a run in the borders in June 1994 in my Mayflower whilst they were over here.



Leaderfoot Viaduct

The photo was taken near Melrose and shows the old Leaderfoot railway viaduct in the background.

Had we been but 30 years earlier we might have seen a train, but it is abandoned nowadays.

Forbes Alexander
61 Findhorn Place
Edinburgh

It's a super photograph, it seems to encapsulate the mood of relaxation on the day. If anyone else has taken photos of themselves and/or their cars please send them in to share with other members and friends via the magazine — Phil.

Greetings

Dear Phil,

As Triumph Mayflowers are not customarily renowned (no pun intended!) for the major role they play during the festive season, I

THREE 1953 TRIUMPH MAYFLOWERS

One in good condition, MoT and taxed. Two in bad condition but could be useful spares etc.
Also many other parts

Contact M. Cobb, 11 Moor Lane
Westfield, Woking, Surrey

Tel: 01483 764504

thought that you and other members should be made aware of the enclosed Christmas Card [reproduced on rear cover] which Manor Garage, the main agent in the Wantage area for Triumph Mayflowers and other less distinguished vehicles, have sent to all its customers this Christmas.

Christopher Naish
5 Tirrold Way
Wantage, Oxfordshire

Whilst on the subject of Christmas cards, I show below the length one of our overseas members went to in order to ensure he sent out a unique christmas card. Thank you very much and well done to Pieter Elias and 'Little May' — Phil.



Merry Christmas
and a
Happy New Year



Another invoice

[This one came in to John Oaker — but is interesting so I have included it here — Ed.]

Dear John,

I noticed that my commission number was listed incorrectly in *Flower Power*. My number is TT25891DL not LDL. The car was purchased on 13th May 1953 in England, by Arnold Albert Goldie and was registered on 16th May 1953. The plate number was, and is OPO 928 - I have sent you a photocopy of the original sales invoice and the Manufacturer's Guarantee. Hope this is of some interest. My car is running and is in the process of restoration. I need to rebuild the front suspension and its original engine. I have a spare engine in it now that runs alright but smokes a bit.

My Washington plate is "BATS" — I would be grateful if you could show both plates in *Flower Power* if possible. If not show OPO 928 as that's been attached to the car for 41 years.

Take care,

Bruce Adkins
Washington, USA

What a co-incidence, to get two original invoices in the mail at about the same time. I for one, had never seen a guarantee for the Mayflower before. Tate Bros. of Hove would be

about 30 miles south of my home and I think they are still in business, as Ford dealers. I will try to get a photo of the place next time I'm down that way. Thanks for taking the time to send them in Bruce — Phil.

For sale

Dear Sir,

I have been the owner of a Mayflower for the past seven years. Unfortunately the lock-up garage at my Aunt's house is shortly going to be unavailable to me so I have decided to sell the car.

It is a 1951 model showing 35,000 miles. The bodywork, although by no means immaculate is in good condition. The mechanical side is also good.

I have the old 'buff' log book and manual. I am informed by the DVLA that the registration number MUP114 can stay with the car if I go through the correct channels.

I would ask a genuine fair price to see the car go to a good home.

Dean Emerton
Newbiggin, 33 North Close
Kirk Merrington, Spennymoor
Co Durham DL16 7MQ

TRIUMPH
MAYFLOWER CLUB

CAR BADGE

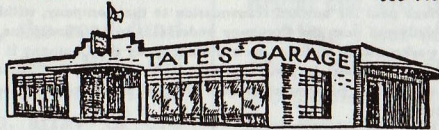
Price £9.00

From the Spares Secretary

FLOWER POWER

TELEPHONE: HOVE 49888 & 48444
TELEGRAMS: TATE BROS., PORTSLADE

Invoice No. 1487
Job No.



Thames
COMMERCIAL VEHICLES

TATE BROS., Ltd.

DIRECTORS: A. E. TATE, M. J. J. TATE

MARINE, MOTOR & GENERAL ENGINEERS

Car Service & Showrooms:
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Registered Office:
100 OLD SHOREHAM ROAD

Manufacturing & Engineering Works:
206 OLD SHOREHAM ROAD

PORTSLADE, SUSSEX.

Mr. Goldie,
37, The Green,
SOUTHWICK.

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STANDARD, TRIUMPH

To/

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SALOON, Colour Blue, Leather
Upholstery, Heater & Radio,
to Standard Maker's Specification.

	497.	10.	0.
Purchase Tax.....	208.	8.	4.
Delivery Charges ex Works.....	5.	4.	0.
Petrol put in at Works.....	1.	9.	9.
Number Plates OPO.923.....	2.	10.	0.
Licence till 31/12/53.....	8.	15.	0.
Insurance.....	13.	18.	5.
Nova Seal.....			n.c.

£	737.	15.	6.
	72.	13.	5.
	715.	2.	1.

100 Old Shoreham Road, PORTSLADE

RECEIVED
M. Goldie
37, The Green
SOUTHWICK

For TATE BROS.

DATE 13/5/53

REGENT SERVICE

STORAGE

RENEWER

300

REGENT SERVICE

WARRANTY

VEHICLE IS TO BE KEPT IN GARAGE & GARAGED AT OWNER'S RISK



Manufacturer's Guarantee.

The goods manufactured by The Standard Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Distributor, Dealer or Motor Trader (hereinafter called the Vendor) who supplied the car, carriage paid for onward transmission to the Company, within six months from the date when the goods were delivered new, the Company undertakes to examine same and should any fault due to defective material or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf expressed or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or Electrical Equipment or other proprietary articles or goods (including coachwork) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing, wear and tear, misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed.

The benefits of this Warranty are dependent upon the strict observance by the Purchaser of the following provisions:

Conditions.

- (a) The Purchaser shall at the time of Purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's Representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.
- (b) The Purchaser shall return to the Vendor such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken.
- (c) The Purchaser shall post to the Vendor on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor.
- (d) The Purchaser shall arrange to make his car available to the Vendor to enable him to carry out the Free After Sales Service, as and when this attention falls due, and shall under no circumstances delay these adjustments.
- (e) The judgment of the Company in all cases of claims shall be final and conclusive and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

Guarantee as to Repairs and Overhauls.

The Guarantee and Conditions set forth above cover and are applicable to repairs executed by the Company with the exception that the period of Guarantee is for three calendar months from the date of completion of repairs.

This is to Certify that Car Commission number TT.25891.D1 has this day been registered as the property of

Arnold Albert Goldie, Esq., of 37, The Green, Southwick, Sussex.

and is covered by the guarantee above set forth.

Dated 16th. May. 1953.

For and on behalf of THE STANDARD MOTOR COMPANY LIMITED,
COVENTRY, ENGLAND.

Copy of the original guarantee

Another wedding

Dear Phil,

Summer is over, the road fund licence has run out and the Mayflower is back in her winter quarters under an array of old blankets and dust sheets.

I thought I would while away some of my time on a late summer holiday in Corsica to let your readers know some of the adventures the Mayflower got up to in 1994.

By the way, if you ever want driving experience try driving from Calvi in the North of the island to Evisa in the middle. As the crow flies probably only a distance of some 60 kilometres or roughly 40 miles but it will take you 3-4 hours as the road snakes through mountain passes round tortuous bends with nothing but a sheer drop of hundreds of feet should you stray off the road, and the constant threat of a large bus or lorry round the next bend as if that was not bad enough there are the goats, cows and pigs wandering at will along the road.

The construction of these roads must have been a civil engineering nightmare!

However, back to the Mayflower world. This year saw the marriage of my eldest son Colin to his fiancee Susan. Colin had studied at Aberdeen where he had met Susan

and the wedding was in the Registry office, Stonehaven some 15 miles south of Aberdeen.

Mayflower known familiarly as LAX was commissioned to be the Bridal car. On the day before the wedding I set off to drive the 80 odd miles from Elgin to Stonehaven. Barely half way there I was aware that all was not well and indeed by good fortune LAX ground to a halt some 100 yards from a transport garage.

I managed to free wheel to the garage and thereafter managed to provide amusement for a number of lorry drivers who peered under the bonnet while I phoned that very nice man at the AA.

On arrival, he tinkered for a while, checking this and that before pronouncing that I had no pressure on two cylinders and that in all likelihood the cylinder head gasket was gone.

Ignominiously LAX was trailered back to Elgin and new arrangements hurriedly made for a new bridal car. As it turned out the weather on the wedding day was terrible and outside photographs were out of the question so perhaps Susan was spared having to smile through wind and rain just for a photo in the Mayflower.

I found a 'wee man', as we say north of the border, who went over the engine with tender loving care. This was all done at his pace but the end result is an engine running like a dream and a bank balance not seriously damaged — a rare

thing to find nowadays, excellent service at a very reasonable rate.

There was only one hiccup in that the car was due for its MoT and it needed a new steering idler. Parts were identified, phone calls made to the Spares Secretary — no joy! Another phone call to the Secondhand Spares Secretary and by good fortune a servicable one was found — thank you for prompt service as always.

about this car which I shall write as a future story.

My middle son borrowed my usual car for several weeks during the height of summer so I resorted to LAX as my day to day car during this time.

I work in the local doctor's surgery and it was to be seen regularly parked outside.

A number of the doctor's suggested that patients were



Iain at the Forres Theme Day

The irony of the search for a steering idler was that I met a man at the garage a few days later who asked if that was the same Triumph that was lying behind a local pub on the outskirts of town.

I said "no" but found that there is indeed another Mayflower in town and the owner was selling it off for spares.

I would probably have got the idler less than a mile away from home. I hope to find out more

coming in just to chat about the car, not their ailments. Comments like "that was the type of car I learned to drive in — my grandfather had one of those until it ended up as a chicken house at the back of the farm — great cars but underpowered and prone to rust". You can't have everything!

I had missed a number of the early summer rally outings but Forres 'Theme Day' was coming up on 3rd/4th September. This year

was to commemorate the D-Day landings. The town turns back the pages of history, the main street is closed to traffic and an exciting array of military vehicles, commercial lorries, buses, cars and motot-cycles of a bygone era descend on the main street.

The shops do their part and there was even a NAAFI canteen van doing a roaring trade in tea and buns, unfortunately at 1994 prices.

The day begins with an assembly in the town park, famous for its Britain in Bloom successes and then the cars go off for a short tour round the neighbouring villages before returning for an afternoon in the centre of town.

People come from far and wide and there is a real party atmosphere to the whole event. I was sorry that Alan Kormes did not manage to make it up this year but his picture was displayed in the local bank with others who had participated in 1993. I have sent him a copy as a souvenir.

Sunday takes the form of a heritage run with prizes. However no prizes for LAX this year, just jolly good fun. Enclosed is a copy of a photo of yours truly enjoying the sunshine - get your foot off the chrome, I hear you say!

Well the sun is now setting over the gulf of Porto and the bar is the next likely venue.

A Bientot!

Iain Sinclair
Elgin, Moray, Scotland

*Thanks for a very interesting letter —
Phil.*

New Yorker

Dear Sir,

Late in the summer of 1994, I noticed John Oaker's appeal for any information about Triumph Mayflowers in a British car magazine.

As a fellow Triumph enthusiast (1969 TR6), I thought I would send you information on a Mayflower parked alongside a gas station in Darien, Connecticut (outside New York City, to the North). The station is run by Dan O'Meara, Darien Exxon, 1044 Ost Road, Darien, CT 06820. Tel. (203) 655-9828.

I have enclosed two pictures of LWF 419, although I do not know if those are the real registration numbers. As you may know, our vehicle registration system is very different from yours, and some people make up British registrations to make the cars look more authentic. From the paperwork, the car is registered as a 1953, although that would be the year it was titled, not necessarily built. The commission number is TT 30178 DL.

I did not have time to look over the car too closely (ie, look over the engine, check the commission

plate etc.) but it was parked in its present spot under its own power due to a blown head gasket.

Most trim items are still on the car, but I do not know if the engine is original. There is a possibility it could be a TR2 unit.

The car would need some work, but appears to be in good shape for a mild restoration. The owner would probably sell the car. I hope

this information is helpful to your club members.

William Whitmoyer
Norwalk, CT, USA

The commission number is a RHD home number, not a LHD export which would be suffixed LDL — anyone in America able to follow this up? — Phil.



Lonely Mayflower in Connecticut, USA

Profile of a Mayflower

by Peter Benfield, No. 409

WHERE FOUND: advertised in 1990 Spring edition of *Flower Power*, located in a front garden minus engine; engine and spare Flying Standard Nine covered in polythene sheeting, standing alongside.

History: four previous owners, original log book with Edinburgh registration KSF 804

Condition: very weather beaten but sound body apart from badly rotted sills, plus lots of surface rust underneath. Body appeared to have been painted with surplus Admiralty paint from Rosyth Dockyard.

Mileage: genuine 96,000 on the clock, all covered by previous owners, presumably in the Lothian area.

Personal post restoration conclusions

If you want future reliability make sure your petrol tank has been thoroughly cleaned out, buy yourself a new petrol pump or at least a new diaphragm — fit filter in petrol line, treat yourself to a carburettor overhaul, buy a new voltage control box and have a radiator re-core to save yourself many future hours solving that elusive overheating problem!

VALVE GUIDES

Part No. 100862
Made from bronze
Price: £3.50 each

VALVE SPRINGS

Part No. 47757
Price: £2.20 each
Available from
Spares Secretary

Useful tips

Adjust tappets when engine is out of car.

New copper coated steel plug inserts in cylinder head can save future cross-thread problems.

Switch from cross plies to radials — cheaper and gives better roadholding.

Seal head gasket traditionally with light grease or oil (can make future life easier). Have best re-spray you can afford.

Recommendations

a) Cleveland Chrome for all plating.

b) Park Engineering, Molton for work on block and crank

c) Speedograph Rochfield, Nottingham for temperature gauge repairs.

d) Woollies of Market Deeping (personal visit recommended) for all upholstery materials.

And last but not least, John Gogay for prompt and efficient supply of any new item listed in the Spares list.

Events for 1995/1996

WE HAVEN'T got details of many events as yet, but what we have are shown below:

1995

26th March	2 pm-Triumph Mayflower Club AGM	Walsall	
May 7/8	Luton Hoo Classic Car Show	Greenwoods	01296 631181
May 28/29	Penshurst Place Classic Car Show	Tonbridge	01296 631181
11th June	London - Brighton Pre 79 Classic Car Run		01296 631181
25th June	Cornwall Classic Tour	Truro	01872 76591
9th July	TROC/Triumph Mayflower Club Rally	Broughton Castle	
Aug 28/29	Knebworth '95	Stevenage, Herts	01296 631181

1996

7th July	TROC 21st/Triumph Mayflower Club/ Triumph Roadsters Annual Rally	Stansted Hall, Leics.
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If you know any more dates please send them in to the Editor

FREE
TO GOOD HOME!
TRIUMPH
MAYFLOWER

PHONE: 0234 273905
A. DICKINSON — NR BEDFORD

1953 TRIUMPH
MAYFLOWER
(A trustworthy old friend)

Owned by me since 1982. This car is in outstanding condition with red leather interior and beautiful black coachwork. All chromework is in first class condition and mechanically it is totally reliable.

Price: £2,000
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Tel: Ian Hodgkinson
0524 734820

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TRIUMPH
MAYFLOWER

MUST BE A RUNNER

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Surrey SM4 5QH

3 MAYFLOWER
HUB CAPS
FOR SALE
£7 EACH

But prefer to sell as one lot

Contact:
Jim Fraser, 4 Duncan Street
Kirkcaldy, Fife, Scotland KY2 5QH
Tel: 0592 773010

Advance rally news

THE 1995 Rally will again be at Broughton Castle, Banbury, Oxfordshire.

However, the date is Sunday 9th July — one week earlier than usual to avoid a clash with the British Grand Prix which has been moved forward.

The 1996 Rally will be the TROC 21st and so Jennifer Langton is busy rounding up lots of other Triumph Clubs to make sure the anniversary is celebrated.

The Roadsters have already promised to attend, and the venue has recently been confirmed as being Stanford Hall, Leicestershire. This is on Sunday 7th July 1996.

Please make appropriate notes in your diaries.

HOLMES GARAGE

~~1000 Holmes Works~~
Dodge and Standard Sales and Service
244 NEW SOUTH HEAD ROAD, EDGECLIFF

Phone: FM 2577

21st Sept. 1951
M. H. W. Dent
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Colfield

1. 1951 Mayflower
Imported Body Saloon
Colours. Comet Blue
Engine No T T 7901 E
Chassis No T T 7825 DL
Steer No M 327
Reg No ABX 607
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Government Sales Tax
Reg. For 12 mths
C. T. P. Ins.
1 Set Dress Hims
1 Pair Ho plate Frames

	199	0	0
	73	2	0
	5	2	0
	2	1	0
	6	5	0
	17	6	
	887	5	6
	25	0	0
	862	5	6

Less Deposit £25

3 TRIUMPH MAYFLOWERS

(2 WITH LOG BOOKS)
in various condition
Stored for a number of years
Space now required
Must be disposed of urgently

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1953 TRIUMPH MAYFLOWER

Reg. NAT 876, bodywork requires little attention, mechanically sound, bills for £300ish from club. Could deliver locally.

£765 ono

Tel: 0226 734013 or 0836 648734

1952 TRIUMPH MAYFLOWER

Extra spares, engine etc, original log book, manuals, etc. Good condition, just overhauled.

OPEN TO OFFERS

Tel: 061-789 5207

See Letters, page 7

Porlock Hill

by Chris Naish

DONE IT again, 27 years after last having driven a Triumph Mayflower up Porlock Hill!

From the village of Porlock on the north Somerset coast, the A39 takes one in one-and-a-half miles from sea level to 1,150 feet up on to the heights of Exmoor by means of a 1-in-4 gradient and a series of hairpin bends which are not for the fainthearted, especially if they happen to be driving a recently restored Triumph Mayflower at the time. It was interesting to note that the water barrel to be found

halfway up the hill which the RAC so thoughtfully provided for thirsty Triumph Mayflowers back in 1967 was still there, although this time I had no need to use it.

My successful ascent of Porlock Hill in my present Mayflower was doubly poignant in that the farm where I discovered it sitting in a barn lies not too far from where this picture was taken.

Now that my Mayflower has successfully climbed Porlock Hill once, I need no longer feel compelled to follow the cowardly custards who use the easier and less dramatic ascent afforded by the adjacent toll-road as an alternative means of continuing their journey on to Lynmouth and Ilfracombe!



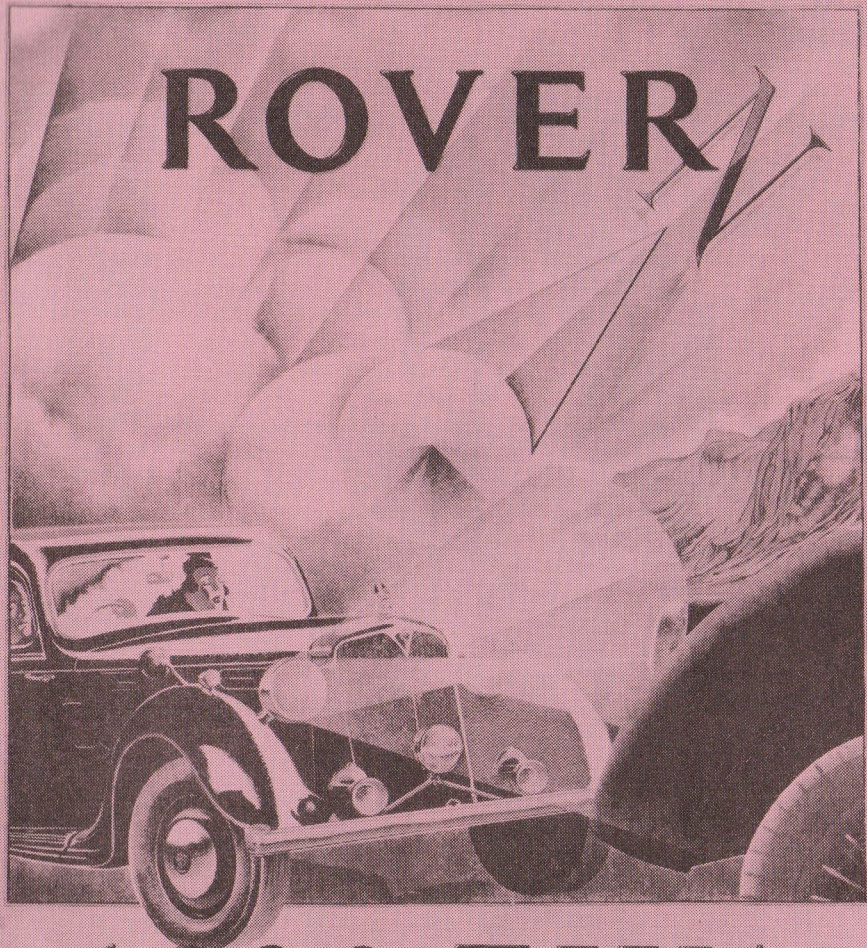
Made it!

INTERNATIONALE

F E D E R A T I O N

V E H I C U L E S A N C I E N S

ROVER



1996 FIVA
World Rally

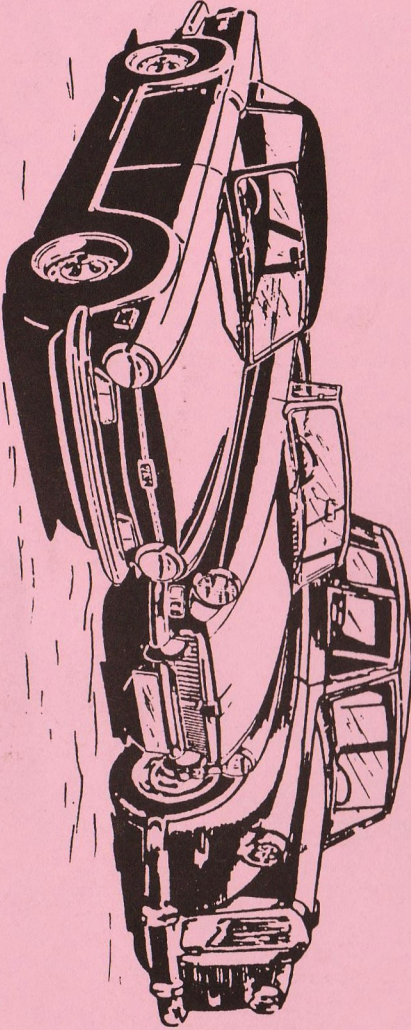
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14th - 24th June 1996



ROVER



Season's Greetings



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