

Triumph Mayflower Club



AUTUMN ISSUE 1995 (No. 77)

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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ORDINARY MEMBER No. 4	Paul Norton

*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*

CONTENTS

EDITORIAL Pages 2

GLAMIS EXTRAVAGANZA Pages 4-6
Report from Peter Benfield

RALLY REPORT Pages 7-13
Full report and lots of pictures

LETTERS Pages 14-22

Cover photo: Harry Smith's 1923 Standard Warwick, a welcome visitor at the Annual Rally in July — report see page 7

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EDITORIAL

Long hot summer

AS I WRITE this the long hot summer continues in the United Kingdom. It has been wonderful for attending car shows without the usual crop of quagmires and towing out sagas. The only real problems have been the dust and the wasps.

The Annual rally at Broughton Castle was once again a real scorcher. Full details are to be found elsewhere in the magazine. Suffice to say that Celia and I had a great day out, but had to rely on the efficiency of the RAC recovery service when the exhaust flange separated at the manifold half-way home.

Just over an hour after phoning for them on the M40 at Thame, JBD 807 was on the back of a recovery vehicle, we were in the passenger cab, and we were continuing the journey home.

I recommend membership of an organisation like the RAC to everyone. It is very reassuring when things do go wrong to know that you are only looking at a few hours delay at worst.

The rally next year is at Standen Hall, just north of Rugby, at Lutterworth in Leicestershire. We have been there previously and are

always made very welcome by the owners.

There is a small motoring museum there and the Hall can be visited. There are also very nice gardens and grounds to look at. With a quiet little stream running through the grounds, it is a beautiful picnic location and I urge you all to join us there on Sunday July 7th 1996.

If any one wants to make a weekend of it we shall be giving more details as we go through the next 12 months.

Next step

The next step in planning the rally is at the end of September when some members of our committee are meeting with some members of the Triumph Razoredge committee to see how we can make the 1996 rally special, since it is the 50th anniversary of the launch of the first Triumph Razoredge car, the 1800. Do phone Martin Bishop with any ideas you have.

Thanks to all who sent in letters, photos, adverts etc. This edition of the magazine is really newsy. In fact I had to hold over some things for next time round. One article from Helen Collins is a really great read, that will liven us all up come winter time. I have also held over the continuation of the Technical Tips "Ten-horse Triumph" article. Hope you enjoy the magazine, and the rest of the year's flowerings.

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Glamis — 1995

by **Peter Benfield**

WITH THIS year's rally taking place a week earlier than usual I was able to visit the Glamis extravaganza, an event usually coinciding with the Triumph Mayflower Rally.

This event, the 22nd Scottish Transport Extravaganza, presented by the Strathmore Vintage Vehicle Club Ltd, took place in the beautiful grounds surrounding Glamis Castle over the weekend of 15th, 16th July.

As the title indicates this is an event for all the family consisting of entertainment from the Pipes

and Drums, spectacular jumps from the Kangaroo Kid, exhibition of Woodsmen's skills with axes and chainsaws, a 1920 Gebruder Bruder fairground organ, numerous craft stalls and 150 trade and antique stands.

Leaving at 8.00 am my wife and I had an uneventful journey through Northumbria and over the Forth Bridge arriving in the small village of Miegle where we stayed with friends over the weekend. We covered the 250 miles in six hours, the Mayflower running beautifully — how pleasant motoring at 45-50 mph can be!

We arrived at Glamis on the Saturday morning for 9.00 am — a drive of only 20 minutes from Meigle — complete with picnic equipment and full car of four adults.



At 11.00 am we took part in the well organised 'Regularity Run' a mini tour of Angus in which we had to complete a distance of 38 miles averaging 30 mph with various check points along the way.

Quite conveniently the run ended at the car park of the Strathmore Arms Hotel where a magnificent buffet lunch had been laid on for all participants.

Scottish hospitality

Suitably fortified by this Scottish hospitality we returned to the castle grounds parking our car in the appropriate compound. We were then able to browse around all the various stalls and autojumbles together of course with viewing the magnificent array of vehicles.

Apart from tractors, military, steamers, heavy and light commercials, stationery engines, horse drawn and static, my main interest centred on the cars which were divided into the following groups: Classic Tourers 1941-1955; Classic Saloons 1941-1955; Veteran Cars to 1919; Vintage Cars 1920-1930; Post Vintage 1931-1934; Late Post Vintage 1935-1940; Motor Cycles were grouped accordingly.

Sunday was perhaps the more interesting day as all the various compounds of cars filled up. Our KSF 804 was the only Mayflower present and created much interest from the spectators. I increasingly find it amazing how much pleasure

this car created in its short span of three years in production. The number of people who "went to school in one", "learned to drive in one", "remember them well", or "had so much fun out of one of those" really astonishes me.

A bonus came on Sunday afternoon when John Burgess from Berwick, member 741, came and introduced himself — it is good to meet other members — he incidentally had taken part in a gathering in Kelso in June when five Mayflowers were present. He promised to forward details of this rally for next year as soon as possible.

Our second bonus was to learn that we had come 2nd in the regularity run — really confirming what a superb car the Mayflower can be on country lanes.

Each group of cars then drove into the main arena, circling round about three or four times while the TV compere John Duncanson from Grampian Television gave a short account of each car. I gathered our marque "was intended to capture the American market, flopped however, but none the less is a very distinguished vehicle with its distinct razor edge styling.

Looking round some of the older vehicles one could appreciate some amazing feats of restoration. I was particularly impressed with a 1936 Riley Lynx, furbished with such quality fittings, individual parts designed so meticulously —

even the boot handles were works of art!

There is much to be said for car design before the age of the computer — who would be worried about drag coefficient with a Riley Lynx on your drive!

At gatherings like these complete strangers become old

friends in the shortest possible time. We covered 560 miles over the three days together with the 600 from the previous weekend visiting Broughton Castle for the Mayflower rally.

Perhaps I should stop writing any more and go and change the engine oil!

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Rally Report

by **Martin Bishop**

SUNDAY 9th JULY — Broughton Castle, Banbury, Warwickshire, England.

Yes indeed, they came from far afield this year. One came 800 miles to be exact. Ermine Herscher came from Bordeaux for a week's holiday just to be at the rally. It was great to see her over here in her beautiful Mayflower with it's French Number plate showing 6727 LV 33. Thank you Ermine for making such an effort and for making my day out special.

It was also good to see the other 12 Mayflowers, the full list of attendees was as follows:

FST 608	Jim Greenley from Lincolnshire	90 miles
PKK 101	John Gogay, from Dartford, Kent	102 miles
NLO 739	Howard Pryor from Barnet, Hertfs	75 miles
LFG 805	Gordon Poole, Long Buckby, Northants	25 miles
HTH 719	Paul Norton, from Bromsgrove, Worcs	50 miles
6727LV33	Ermine Herscher, from France	800 miles
NLM 888	Tony Thorpe, Burton- on-Trent, Staffs	78 miles
JOW 266	John Robertson, from Cullompton, Devon	155 miles
KSF 804	Peter Benfield, from Richmond, Yorks	333 miles

JBD 807	Phil Benson, from Redhill, Surrey	101 miles
VSK 262	John Popkess, from Honiton, Devon	202 miles
CSN 107	Chris Naish, from Wantage, Oxon	45 miles
NSU 769	John Oaker, from Walsall, W.Midlands	25 miles

They all got there without any problems and after the judging, prizes awarded at the end of the day were as follows:

Fred Oglesby concours award — 1st Howard Pryor, NLO 739; 2nd Peter Benfield, KSF 804; 3rd Paul Norton, HTH 719.

Well done Howard, your car looked fantastic, and the other two were not very far behind.

Forbes Alexander Noncours award: to new member Tony Thorpe in NLM 888. He was very surprised.

The Achievement Shield was awarded to Howard Pryor for a lot of un-sung work for the club, locating a huge crop of Stanparts, organising a club banner and Marquee for the rally, organising a bar-b-que at the rally, appearing at car shows on behalf of the club, and generally getting a lot done. A well deserved award.

The Chairman's Cup was awarded to Phil Benson for the second year running, for his hard work as both Editor and Treasurer. Keep up the good work Phil.

Distance award and Lady Driver's award went to Ermine Herscher. She earned them both.

Each year we perhaps come to accept the various shields and cups awarded without giving too much thought to their origins.

This year one or two members expressed curiosity as to the origin of the Fred Oglesby Concours prizes. These small shields are given each year in memory of Mr Fred Oglesby, the late father of our former Chairman John Oglesby. John, who has done so much for the club over the years, first had his interest aroused in the Triumph Mayflower when his father purchased one as his first car.

With John's interest in the club, his mother thought the shields would be a fitting reminder to the family of the happy times this particular marque gave to the family and perhaps now would be a suitable time to express the club's

gratitude for the annual gift of these shields.

A few thanks . . .

Firstly to Jennifer and Stewart Langton of TROC for organising the venue and the raffle and most other things. Well done.

Secondly to Howard Pryor for bringing the Marquee, the banners, the Bar-B-Que (great idea).

And last but not least, to Peter Benfield for stepping in at the last minute to present the prizes after our Chairman had to leave to take his mother-in-law home suffering from too much sun. Was it hot! So perhaps I should end by saying thanks to the weathermen who once again got it right on the day.

To finish with — see you at Doncaster in September or at Standen Hall in 1996.



FLOWER POWER



Line-up of the winners



FLOWER POWER



FLOWER POWER



FLOWER POWER



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LETTERS

Parts required

Dear Phil,

My Mayflower is 99 per cent complete — it has an MoT and I am running it on the road, however there are several parts I require. I wonder if any readers can help me to locate any of the items listed below.

If there are any parts that I can get I will reward whoever generously with other parts. I have virtually three cars in bits, obviously too many parts to number, including one full car, which I would be prepared to swap for the following:

A full set of over-riders, any condition; a temperature gauge that works; a jack; a grille flap; four quarter-light rubbers.

Peter Dale
Farmdale, 28a Lansdowne Ave
Codsall, Wolverhampton
WV8 2EN
Tel: 01902 865020 or 845817

Be warned!

Club Member Ian Giles (791) had his 1952 Mayflower MLJ 474 stolen from on his drive in rural Kent.

The neighbours reported that a lorry with a hoist came along, loaded it on, and calmly drove away. Needless to say it has not been seen again.

However if you are aware of anything please ring Sgt Trevor Fleming at the Thanet Area Crime Unit on 01843 222174.

Fishy Mayflower

Dear John Oaker,

I enclose my membership renewal, and a photograph of a Fish Grill taken in the port of Gettaria, in the North of Spain.

I am thinking of coming to the rally in July. Could you tell me more about it? The programme and how many people do you think

FOR SALE

TRIUMPH MAYFLOWER

Light blue with blue leather interior. The car is intact and needs a total renovation, or would make a good donor car. I would be prepared to sell parts of it as spares. I am looking in the region of £200

Peter Dale, Farmdale, 28a Lansdowne Avenue, Codsall, Wolverhampton WV8 2EN
Telephone 01902 865020 or 01902 845817



Mayflower Fish Grill in Gettaria, Spain

there might be. Thank you very much in advance.

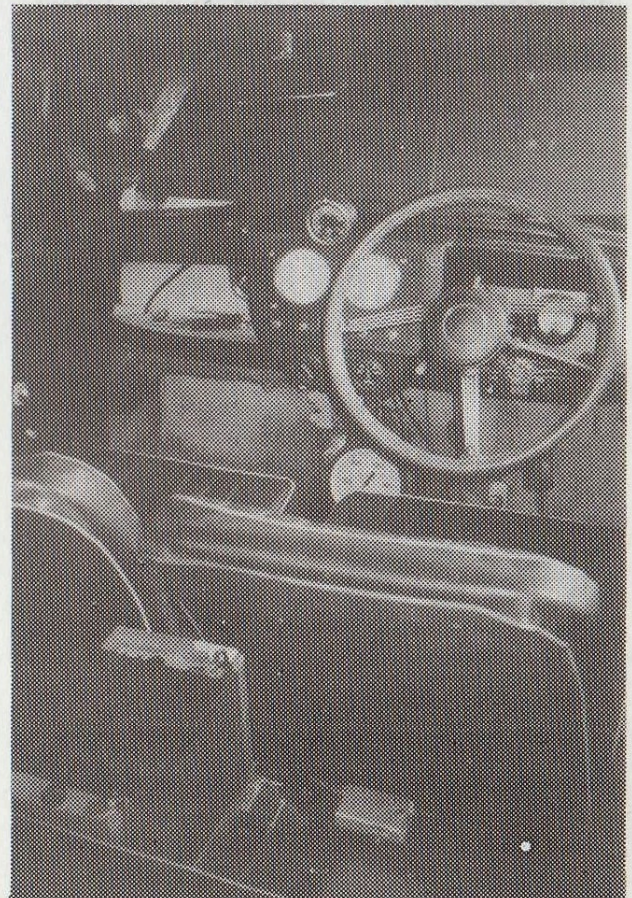
Ermine Herscher
Member 738, France

[You must have done a pretty good selling job John! — Well done Ed]

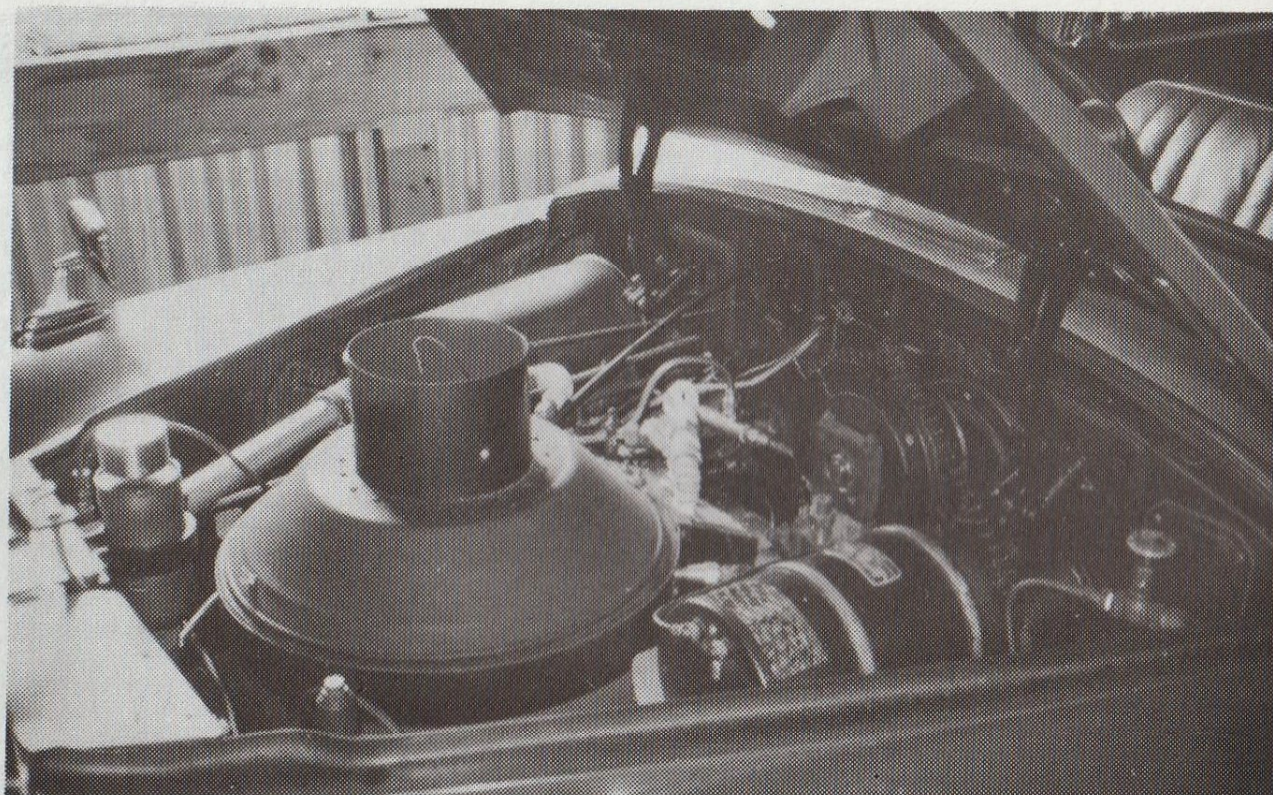
Seeing is believing

The following photographs show the Triumph Mayflower of Noel Briggs of Christchurch, New Zealand.

This is his "1905 Stanley Steamer-powered Mayflower Drop-head". He claims he chopped the



The "bridge" of the steam powered Mayflower



The "boiler room"

roof off to provide an escape route! The engine compartment contains the boiler and pistons and the luggage compartment (boot/trunk)

contains other sundry elements of the workings.

Pictures courtesy of Peter Faber/Forbes Alexander.

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Rejoined

Dear John Oaker,

Thanks very much for the membership information and application form. I do intend to rejoin. About 25 years ago I was a member. Please check your old records, you may still have my name and I may therefore be able to rejoin using my original membership number.

I bought my car about 32 years ago and just now am having it restored at a restoration shop in Pyallup called Buffalo Restora-

tions. The car will be stripped down and then completely restored to its original condition.

It is very exciting to see it all coming together after all these years. I live just outside the Seattle area and over the years have only seen two or three of these cars.

Please send me a list of spares available. My car is a 1953 and when restored will be black and silver on the outside. I will send you photos and details later on when I have them.

Over the years I have collected many new spares for my car and have a lot of spare parts. One thing I am missing is a radio. Do you know of anyone having one?

Thanks again for all your help.

Dan Brown
16629 122nd Ave SE
Renton, NVA 98058, USA
Phone 206-271-3497

Dalmeny House Rally

Dear Phil,

It's quarter past eight in the evening and the windows are wide open. The thermostat in the dresser seems stuck at 80. A rare day for Edinburgh! But very welcome, even if it is wasted on a working day.

Yesterday was quite different: cool to cold winds all day with patchy sun and sudden torrential

downpours. I was at the Dalmeny House rally and the weather noticeably cut down the attendance (or else a lot of cars broke down?) However, what was there was interesting enough.

Ever seen a brand new replica of a steam lorry? It had taken the owner six years to build and it puffed and chuffed smoothly and silently up and down the grass between the parked cars.

Three Mayflowers were booked in but one didn't come. The one that did (apart from myself) was the one I saw at Ingliston last autumn. Owned by Neil Keen of Glasgow, practically the same colour as mine. Still a lot of work to do especially on the interior.

One thing he needs is the plate that the bonnet lock fastens into and the fitting inside the radiator shell. I thought I'd have both, but I can't find either. Anyway, he says he has boxes of spares which he was obliged to buy with the car. He has got details of membership

WANTED

- 2 Front bumper over-riders
- 1 Fascia starter switch knob
 - 1 Fascia heater knob
 - 1 Full tool roll
- 1 Jack and wheel brace
- 1 Original Bodywork Manual
 - 1 original radio
- 1 set of original floor mats

Contact Steve Coulman
3 Hewson Street, Messingham,
Scunthorpe DN17 3PE
Tel: 01724 762061

from John Oaker and intends to join the club, so that may bring some more spares into the open.

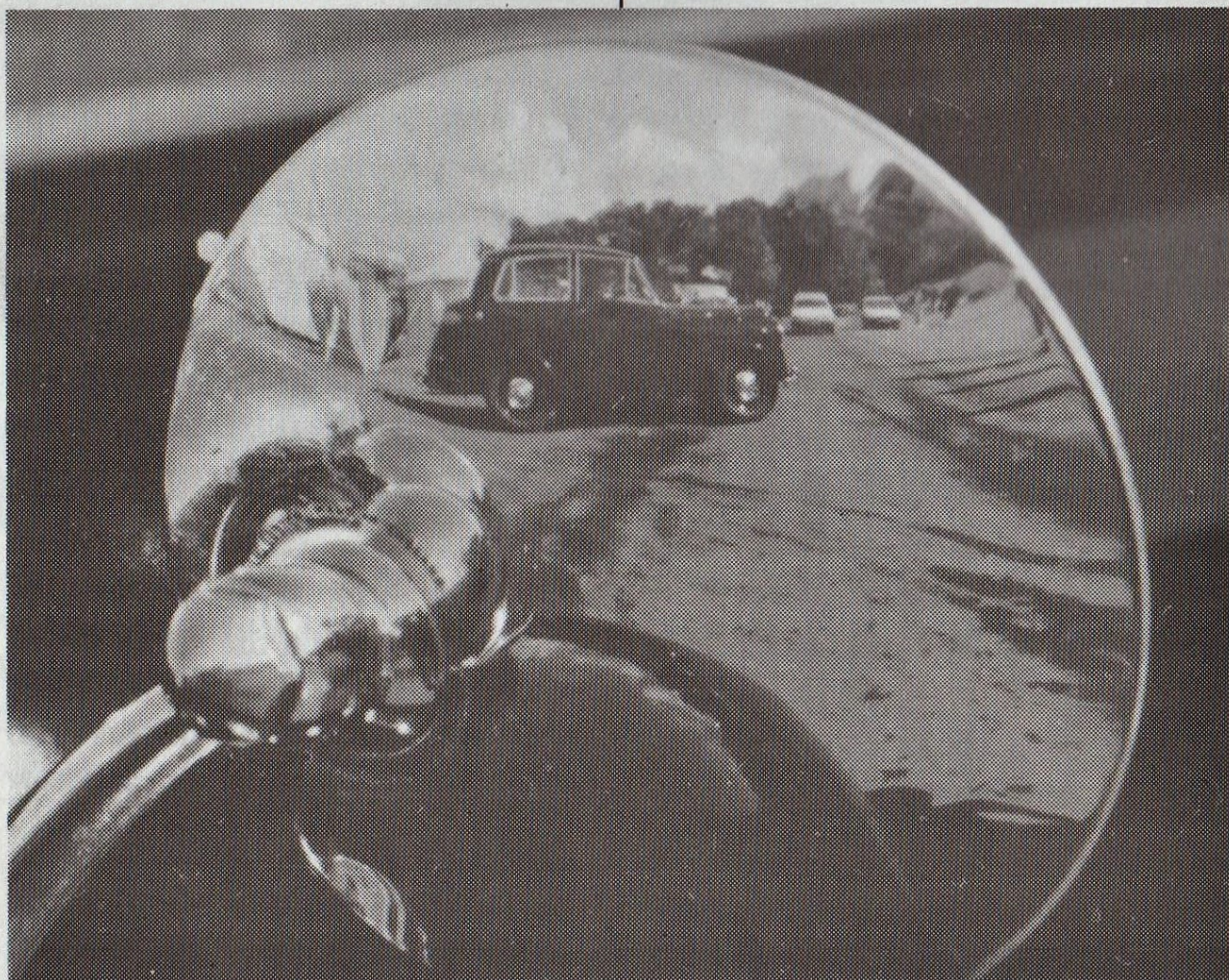
A photographer from the *Edinburgh Evening News* was at the

edition in my position as club archivist.

Forbes Alexander

Member 650

Edinburgh, 25th July 1995



Picture in the Edinburgh Evening News

rally and took the enclosed photo which appeared in the paper with a wee article a few days later. You can reproduce it for the magazine if you like.

I got talking to the owner of a 1960's Vauxhall Victor who pulled out an excellent condition Mayflower handbook! £10 and it was mine. It's a second edition so goes well with my existing first

Mellerstain House

Dear Phil,

The enclosed photo shows a gathering of Flowers up here in the Scottish Borders. The event was a 'Motoring Extravaganza' held at Mellerstain House near Kelso, where over 400 cars were on show.



Five Mayflowers were entered, the photo shows John Miller's black and cream car from Carlisle, Ken McKenzie's silver grey car from Newcastle, and my jade green Flower. Also there were John Thwaites black car from Penrith and Neil Keen's maroon flower from Glasgow. It was good to see so many other Mayflowers as they are few and far apart up here.

John Burgess
Member 746
Berwick-on-Tweed



John Burgess with car and cup

New member

Dear Phil,

I have only just joined the club and I am looking forward to a long and enjoyable association. Indeed I hope to meet some of my fellow members at the Northern meeting in September.

Thanks to John Oaker I have purchased the late Ronnie

Churcher's flower RUB 844. I have struck up a friendship with his wonderful widow Rozina and intend to keep in touch as part of my extended family.

It is my intention to credit Ronnie with the restoration of 'Ruby' and to that end I shall be displaying the copy of Flower Power containing the article he wrote about his restoration.

I intend to carry on where Ronnie left off to complete the restoration and so I have sent you a 'wanted' advert for inclusion in the magazine. My wife, Sarah, intends to write a short article for you on

how I caught the Mayflower bug, and perhaps you will be able to publish that in a future edition.

All the best.

Steve Coulman
Member 785, Scunthorpe

WANTED
CAREFUL OWNER
FOR MY 1953 TRIUMPH
MAYFLOWER

In good mechanical order, engine rebuilt, brakes renewed etc. The bodywork is original and would require attention together with the interior to make up to A1 condition. A brief history of the vehicle is, I bought it in November 1992, it having been dry-stored for a number of years. It had received an MoT in order to sell the original registration MWK858 and it was then issued with EAD 221A. To get it through another MoT I had to have the bottom of both front wings repaired and the outer sills done, also various bushes had to be replaced, together with the steering box. The previous owner had spent £1000 at a garage renewing brakes, tyres, exhaust etc. to get it through his test. I taxed and tested the vehicle in September 1993 and obtained an age related number PSK 780 and used the vehicle daily for 6 months. I covered 1000 miles in the vehicle without major problems, only having to replace the wiper motor. I have several other old vehicles and so find myself having to offer the Mayflower for sale. If someone is genuinely interested in the car I can put it through another MoT or would negotiate on price.

£750 ono

For details contact:

**Graham Colley, Quarry Orchard, Cotts Lane, Lugwardine
Hereford HR1 4AB - Tel: 01432 851158**

Richard's triumph!

Dear Howard,

I thought you might be interested in our progress so far. Having missed the club's annual rally we thought we would aim for the Club Triumph Eastern annual event on the 16th July. By Thursday night I could still not get the car to run reliably, the trafficators refused to work and the battery kept going flat. The Post Office also refused to issue a tax disc as the V5 showed the taxation class as unlicensed. Some dashing around on Friday produced a tax disc from the Vehicle Licensing Office at

Chelmsford and a new voltage regulator which sorted out the electrical/charging problems.

By late Saturday night things looked much more hopeful, so we set off with some trepidation Sunday morning, as previously we had not got any further than the end of our road.

Surprisingly we made the 70 miles round to Southend without any real problems.

During the day members voted for the best turned out or interesting car in each class, and we won the small saloon category! (probably out of sympathy). Anyway it was nice to take home a trophy on our first outing (is this a record?) especially after burning the midnight oil all week to get



'Libby' on the road. So hopefully we will be able to have a few more outings before starting some more serious work in the autumn.

One thing that's a little worrying . . . the oil pressure. Normally it reads 50 psi initially when the engine is cold but will gradually drop to about 25 after 15 to 20

minutes driving, and barely register on tick over. Is this much lower than you would normally expect? Obviously I don't want to chance doing any serious damage to the engine before it's been looked into further. Any advice would be appreciated.

Richard Root, 779

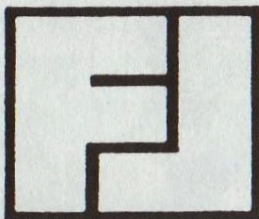
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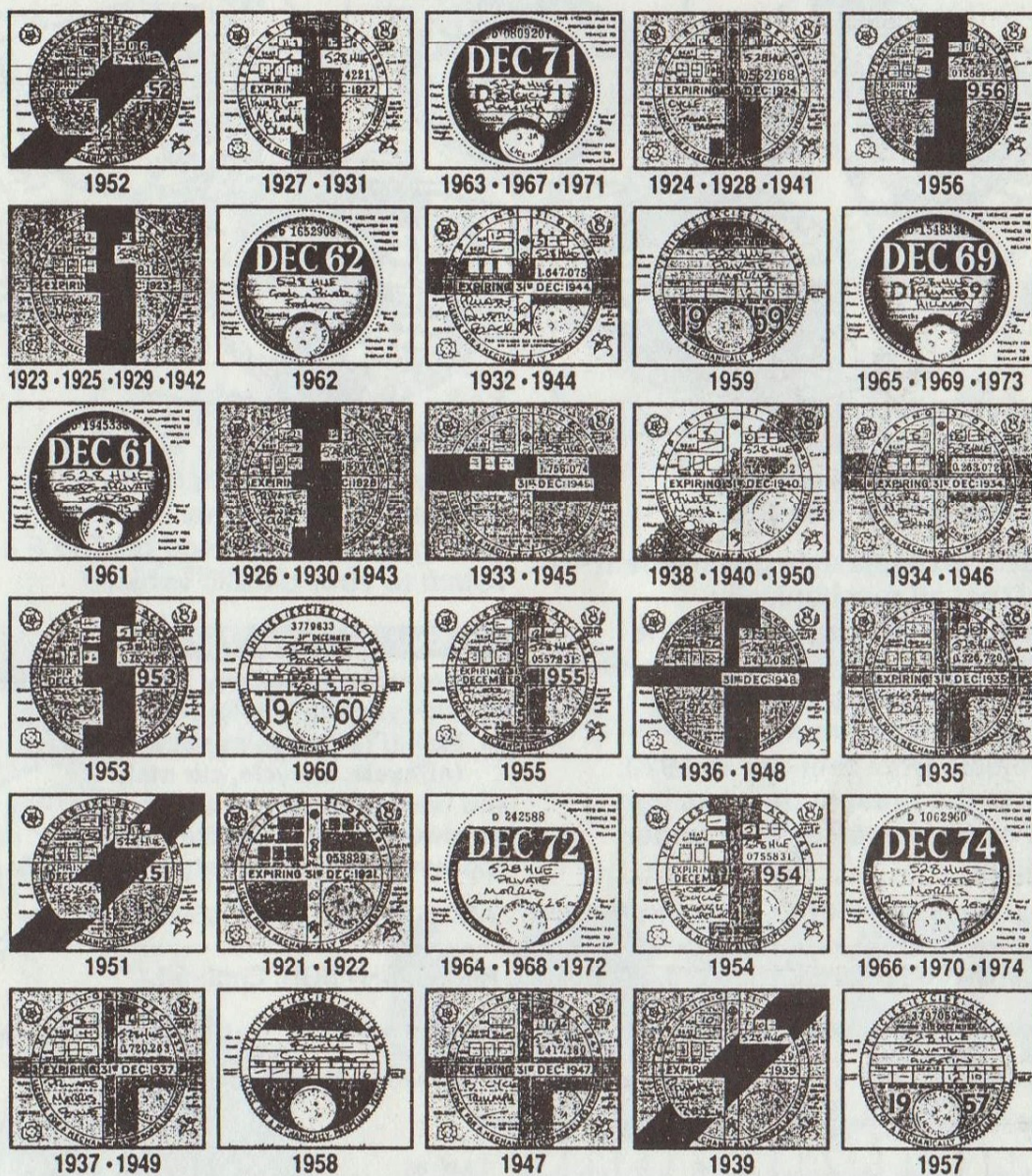
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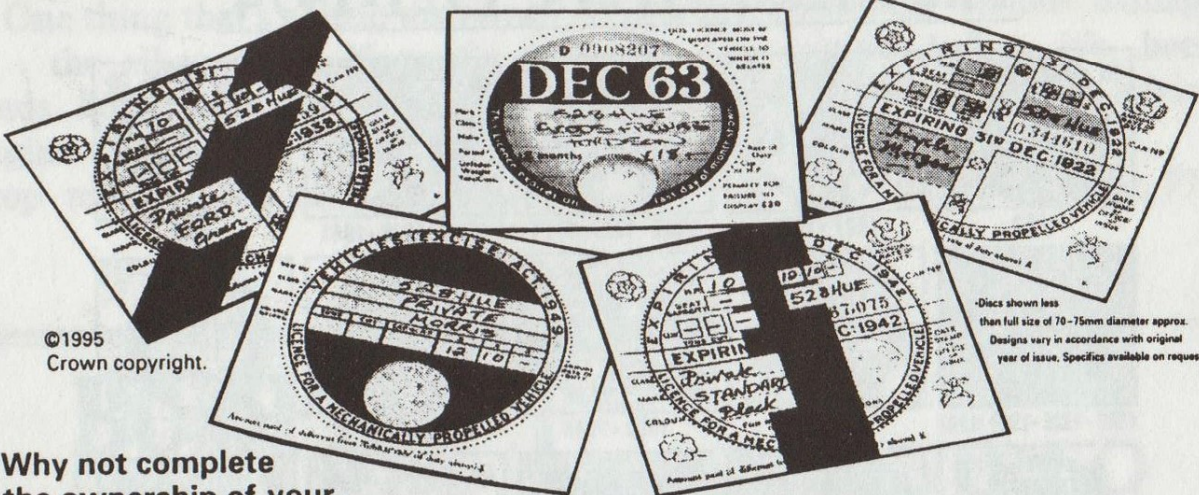
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SPARK PLUGS

in your Triumph car

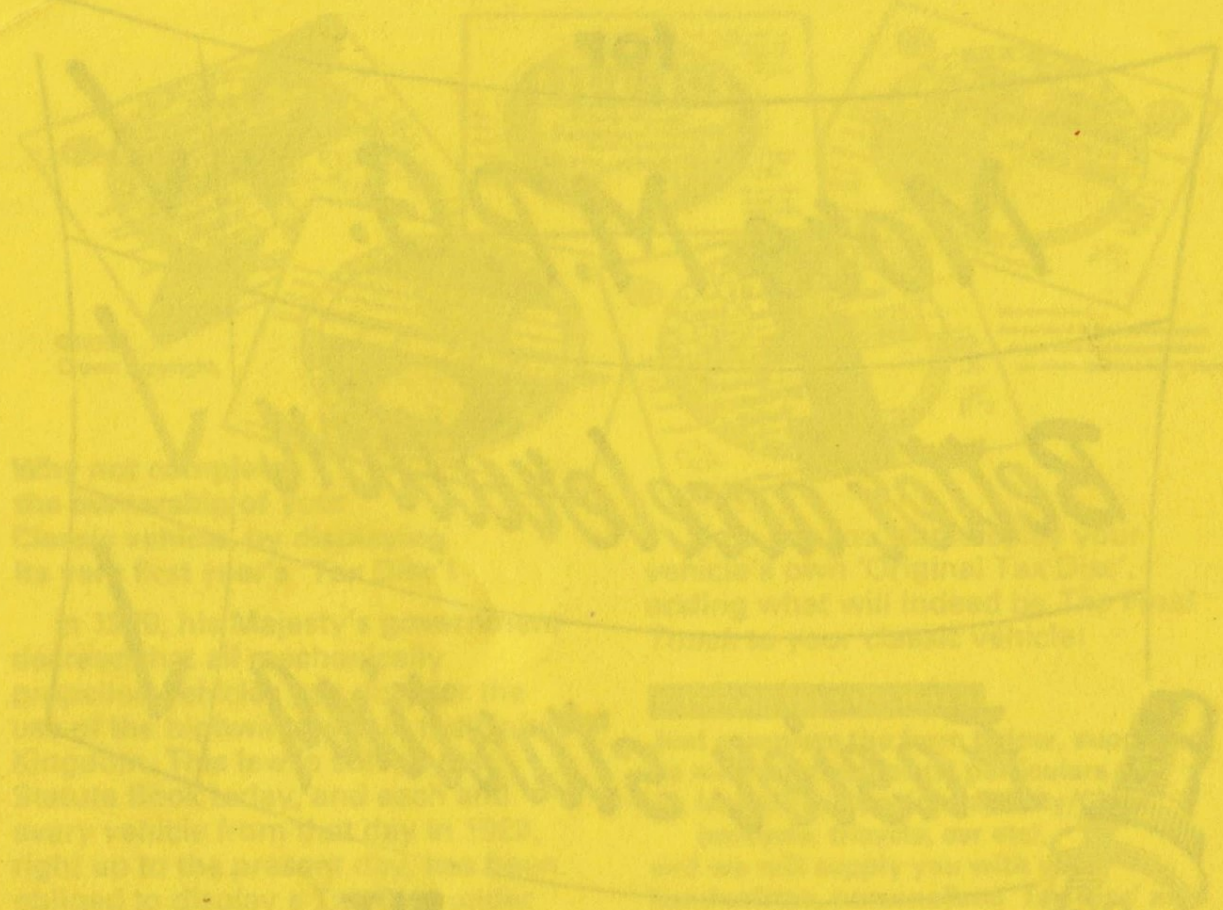
TRIUMPH

2000
Herald 1200, 1250
Herald & Herald "S"
TR2, TR3, TR4
1800 (18T, 18TR)
2000 (20ST, 20STA, Renown)
Mayflower (12T)

Gap size

HLNY	·025"
CNY	·025"
HLN	·025"
CNY	·025"
CN	·025"
CN	·025"
CLNH	·025"

SPARK PLUGS



LODGE

TRIUMPH
 2000
 Herald 1500 1350
 Herald & Herald d512r
 TR7 TR7 TR7
 1500/1575/1575
 2000 (202A Rowan)
 Playpower (127)

HLN 802
 CNY 022
 HLN 802
 CNY 022
 CNY 022
 CNY 022
 CNY 022
 CNY 022

