

Triumph Mayflower Club



AUTUMN ISSUE 1996 (No. 81)

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1996-97

CHAIRMAN	Peter Benfield Low Beck, Cow Lane Middleton Tyas Richmond N. Yorks DL10 6RG
VICE CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock OX20 1UR Tel: (01993) 811642
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 33042
SPARES SECRETARY	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel/Fax: (01322) 221493
SECONDHAND	Jim Smethurst 18 Beech Grove Ashton, Preston PR2 1DX Tel: (01772) 726519
MAGAZINE EDITOR/ TREASURER	Phil Benson 4 Dunlin Close Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road High Barnet, Herts EN5 5SQ Tel: 0181-440 8623
ORDINARY MEMBER No. 1	John Oglesby
ORDINARY MEMBER No. 2	Forbes Alexander
ORDINARY MEMBER No. 3	Martin Bishop
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*

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Cover photo: The marquee and a "set" of cars in front at the Annual Rally in July — report see page 7

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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*Editorial***Our best turnout**

ABOUT 20 per cent of the club turned out at the joint rally recently, a fantastic achievement for a small club like ours. Thirty members and 21 cars were there from all over the UK joining friends and cars from the Triumph Razoredge Owners Club and the Triumph Roadster Club to celebrate 50 years of Razoredge. Yes, and celebrate we did, with a glass of champagne and a celebration cake to toast TROC's 21st year too. Congratulations and thanks to everyone involved in the days organisation.

Particular thanks go to Jennifer and Stuart Langton of TROC for selecting the venue and keeping everyone working behind the scenes on the straight and narrow. To show this club's appreciation of the hard work they have put in

CLUB 'T' SHIRTS*with embroidered logo*

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Spares Secretary*

organising our joint rallies over very many years, when often the Mayflower club attendance was as low as five or six cars, Peter Benfield, our Chairman, will present them with a set of inscribed napkin rings at the TROC rally at Burford in September. They have earned and deserve our thanks.

Next year

Next year, we shall of course hold the joint rally in July, format as usual. We are also considering organising a Mayflower gathering within a larger classic car show — possibly Enfield Pageant the second May Bank Holiday weekend which is usually the last weekend in May.

However nothing is booked so far and we should like to hear your opinions on venues and dates. Write or make a phone call to either Howard Pryor or myself. If you fancy nominating your favourite show give us some details and a contact name. This is *your* club — have your shout.

THE NATIONAL
CLASSIC
MOTOR SHOW



**NATIONAL
EXHIBITION
CENTRE
BIRMINGHAM**

**November
23rd/24th 1996**

**“The Friendliest
Classic Car
Show dedicated
to the true
enthusiast”**

RELUCTANTLY FOR SALE

(Due to house move)

TRIUMPH MAYFLOWER

RUB 844 — 1953

Reliable, good condition
Black, red leather interior, low mileage
Long MoT, history/documentation/receipts

*Anyone who can offer Ruby-May a good home please
telephone Steve on*

01724 762061 (evenings)

Chairman's report

I AM SURE the summer months of 1996 have been most memorable for all members of the Triumph Mayflower Club. Without doubt the highlight of the season must have been the weekend of July 6/7 when Stanford Hall hosted the 50th anniversary of the Triumph Razor Edge Saloon.

To see assembled 27 Renowns, 52 Roadsters and 21 Mayflowers with in addition many other classic cars from the 50s era proved an awe inspiring sight.

It was good to see so many Mayflowers and all owners must be congratulated on making the rally, as are those members who came without their cars. I'm sure all enjoyed the company and

friendship which the occasion generated.

I would like to pay tribute to all the committee members from all three clubs who helped to make this gathering run so smoothly. Special thanks to Howard Pryor in particular for bringing and erecting our small marquee, for providing the BBQ so much appreciated by all in addition to trailering his own Mayflower and also with his Renown driven by close family. Well done Howard!

It was a pleasant surprise to meet Tony Boyce (533) and family on holiday in the UK from Australia, the Rally was apparently the highlight of their visit — and hopefully Club members were able to help his restoration both with spares and advice.

My own travels this summer have taken me to the Mellerstain Rally in the heart of Scottish border country — a most

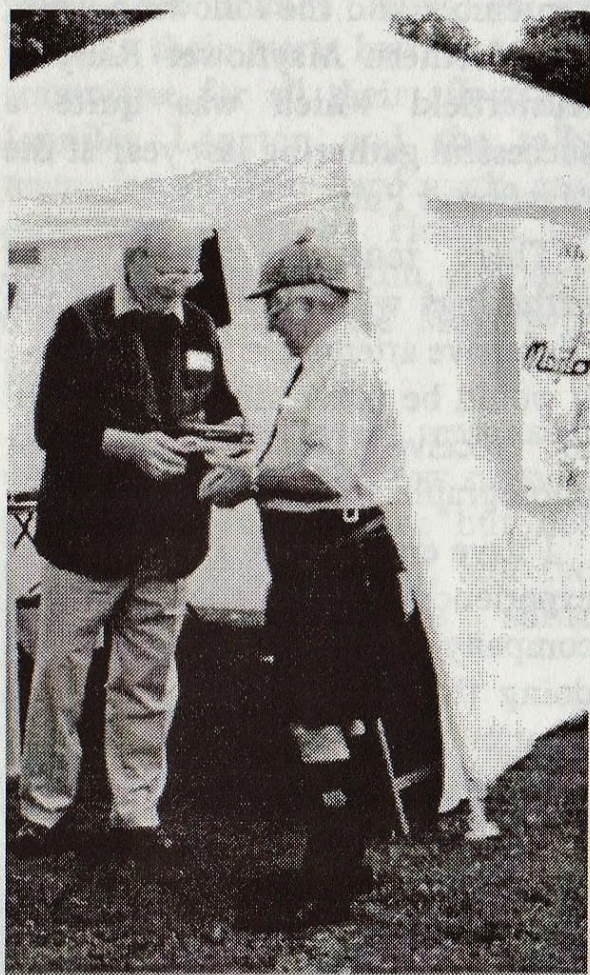


A general view of the Rally at Stanford Hall

under-rated part of the UK — on the weekend of June 1/2.

As readers will be aware from my comments in the summer edition of *Flower Power*, this rally was recommended to me by John Burgess (740) who I met last year at Glamis.

Sue and I had a most enjoyable weekend here, taking part in the regularity run on the Saturday



Chairman presenting the Long Distance Award to Ken MacKenzie

afternoon which covered over 60 miles of glorious Scottish countryside. In mid afternoon we arrived at Thurlstone Castle, the seat of the Maitland-Carew family

who opened the Castle specially — here we had a very interesting tour of the Castle and its contents.

Centre piece

The gathering of cars on the Sunday in the grounds of Mellerstain House provided a most impressive sight. The centre piece of attraction was a superb display of over 30 Bristol cars but other one make clubs were also well represented in different parts of the grounds.

Apart from my own Mayflower two other members were also present. John Millar (689) of Carlisle with his two-tone black and cream MAO 378 and John Burgess (746) from Berwick with his jade green CGR 850.

John's car is a fine example being completely original except for a respray and with just over 30,000 miles on the clock. It was also good to meet up with Ian Watt (792) from Fife.

Spitfire

A lone Spitfire gave a magnificent flying display in mid afternoon swooping several times from different directions over Mellerstain House creating much nostalgia for the older car owners present.

In spite of an afternoon of much activity we were able to look through the house and to enjoy the beautiful ceilings and furniture of Robert Adam. We reluctantly left the Borders in the early evening

making our way south, the last memories of a most enjoyable weekend being of climbing Carter Bar in second gear only to be overtaken by a convoy of six Morgan open tops, scarves flying in the evening breeze but also a nice little conciliatory wave from Grandma from one of the cars.

The weekend after Stanford Hall saw me making my second visit to the Glamis Extravaganza. The two day event took place under blue skies and hot sunshine enabling a record number of visitors to enjoy over 600 vintage vehicles, autojumble stands and antique stalls plus helicopter rides and other special attractions such as the Vander Brothers performing acrobatic feats on their Wheel of Death, the only triple wheel act of its type in the world.

Once again Ian Watt (792) from Fife was present as a spectator enabling us to have a further chat. Mr Stark was present with his car LKU 37 which is completely

original and has only 17,000 miles on the clock and it is still sporting its original cross-ply tyres. Hopeful he will be rejoining the Club once again.

Northern Rally

I will be attending the 21st Anniversary meeting of the formation of TROC at Burford Wild Life Park on Sunday 15 September and the following week, the Northern Mayflower Rally at Austerfield which was quite a successful gathering last year at the Mayflower Pub.

There must be many other gatherings which members of the Club have attended this summer — it would be interesting and helpful to receive any articles or photographs from such meetings.

I have enjoyed the 1996 summer experiencing the goodwill and company of so many enthusiasts all doing their little bit to keep this great movement prospering.

1952 TRIUMPH MAYFLOWER

Black with red leather interior

Stored in garage for 20 years

Complete and original with original buff log book
and workshop manual

Will make a nice car

OPEN TO OFFERS

Contact:

Mrs Glover on

01509 233644 (Loughborough, Leics)

Rally round-up

by Howard Pryor, Rally Secretary

TWENTY-ONE Mayflowers, I repeat, for those who missed it and thought it was a printing error, twenty one at the Celebration Rally this year.

Well I hope you all enjoyed it as much as I did. It all seemed to go well. Our thanks must go to TROC, their very hard working committee for all their efforts. to Jennifer Langton and the rally team, for all their hard work. and especially to Stuart Holmes for organising the Road Run, although unfortunately not one Mayflower took part.

The day enjoyed reasonable weather. There were a few spots of rain from time to time but not enough to spoil the day, and the sun did manage to shine occasionally.

The cars were not segregated by type this year with the line-ups all jumbled up within the order of arrival so it was a little difficult to find the 21 Mayflowers amongst the 55 Roadsters, 27 Renowns and approximately 30 guest cars.

An experiment that was not altogether successful I feel after talking to a few members since the Rally. This experiment seems unlikely to be repeated as it made both meeting friends and judging other cars more difficult. To cap it all, Phil Benson was unable to take his usual crop of photographs because of the layout.

On a more positive note, the barbeque was a resounding success, and the little dog next to us loved all those unwanted charcoaled items.

My apologies if anyone was upset by my trailering my car, but with the amount of equipment I



Two of the 21 Mayflowers

FLOWER POWER



The three finalists for the Triumph World Trophy

had to bring I had no choice. It would not fit in a Mayflower.

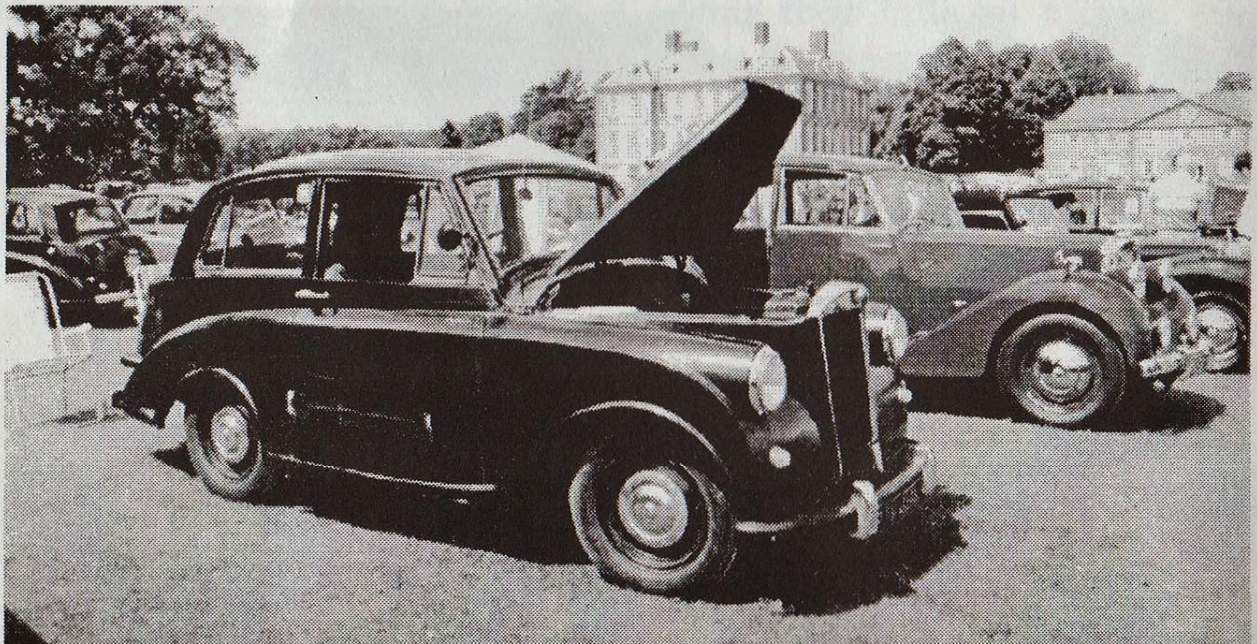
It was good to see Peter Small with his car also arriving on a trailer. Five hours travelling to and from the Rally with a comparatively untried car would not have been wise. Peter was wanting to get there any which way he could, and did too.

Our small tented shelter was once again adorned with spares,

jumpers, tee shirts, mugs, memorabilia etc for all to see and buy. I hope with the Visitors Book present those members attending without cars felt more involved and met old and new friends alike as I did.

Trophy

The car that won the best at show prize, the 'Triumph World' Trophy, was a Roadster, but if I heard correctly, £30,000 was spent



Noncours winner PTV 484

on restoring the car it should win anything shouldn't it.

I feel Ken Mackenzie must be some what mad, for he drove his most original car to the Rally via Lands End and then he was off to John O' Groats and then home to Newcastle.

A great lesson for us all who say I am not going, it's too far (keep the scuttle shut Ken the draft will get up your kilt) well done and I am only joking.

To everyone there on the day, Well done, and thank you. It makes it all worthwhile.

Vehicles present

Reg. No:	Membership		From
	No:	Name	
PTV 484	160	Alan Watson	Nottingham
PKK 101	262	John Gogay	Dartford, Kent
KSF 804	409	Peter Benfield	Richmond, North Yorkshire
HTH 719	462	Paul Norton	Bromsgrove, Worcs
JBD 807	490	Phil Benson	Redhill, Surrey
FST 608	543	Jim Greenley	Bourne, Lincolnshire
NLO 739	551	Howard Pryor	High Barnet, Hertfordshire
VSK 262	571	John Popkess	Devon
ASY 787	580	Alan Kormes	Bradford
FDO 434	643	Martin Bishop	Bedford
CSN 107	647	Chris Naish	Oxfordshire
KSK 160	650	Forbes Alexander	Edinburgh
XMG 7	699	Ken Johnson	Leicestershire
FJR 391	710	Ken MacKenzie	Newcastle-on-Tyne
HBU 358	715	John Oaker	Walsall
LGF 805	743	Gordon Poole	Northampton
VSV 529	784	Frank Webber	Essex
RUB 844	785	Steve Coulman	Scunthorpe
NLM 888	789	Tony Thorpe	Burton-on-Trent
MSK 624	807	Peter Small	Lancashire
JJU 701	n/a	Mr Rhodes	Manchester

MILD STEEL EXHAUST SYSTEM

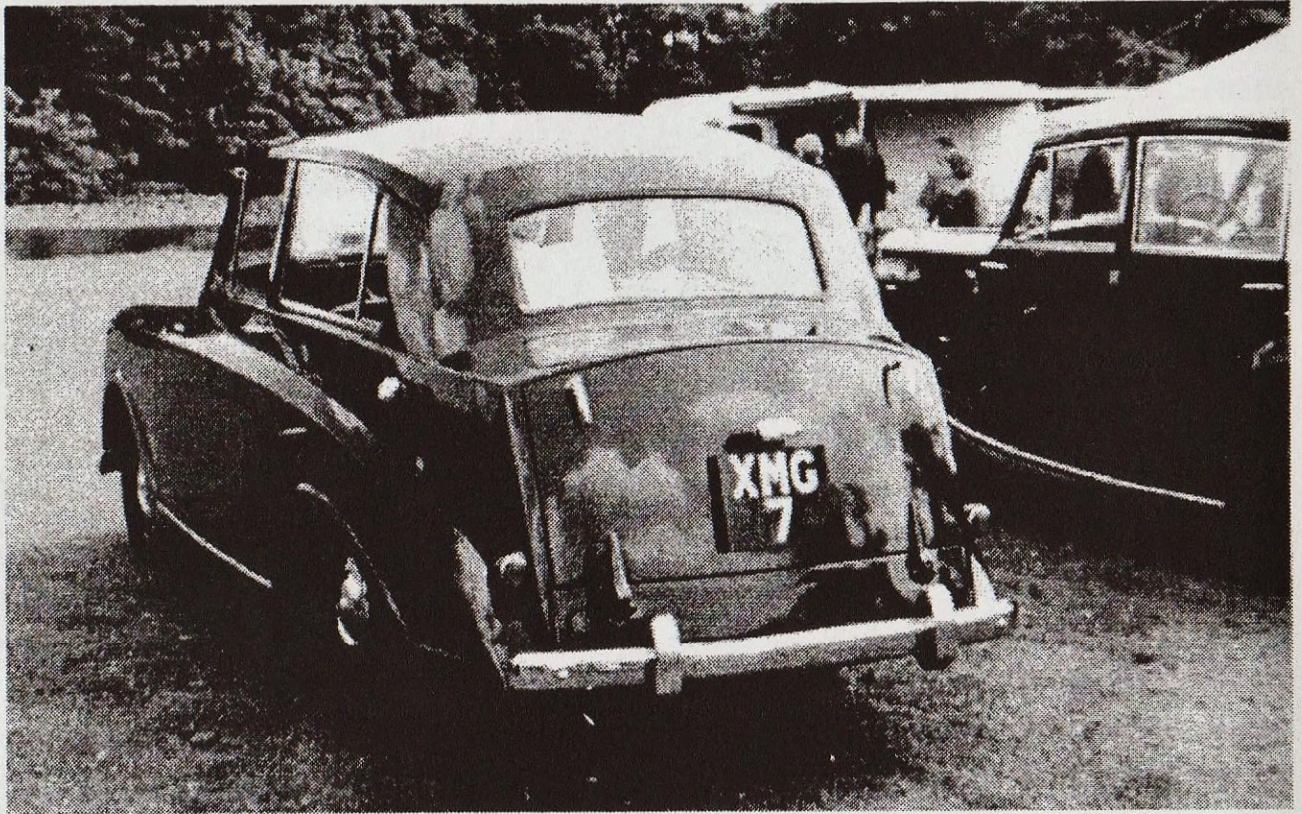
Front Exhaust Pipe Assembly — Part No: 300505 — £22.50

Tail Exhaust Pipe — Part No: 300162 — £20.70

Silencer Box — Part No: 300355 — £24.70

Available from the Spares Secretary

Some more Rally pictures . . .



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IMPORTANT

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We may have the opportunity of having these rubbers manufactured but it is important for the club to know how many to produce. Would members therefore please let the Spares Secretary know *immediately* if they require any of these rubbers

TEL: 01322 221493 or Fax: 0181-293 4309



**November 1951.
Can you spot
our General
Secretary?**

Was it him!

by the Editor

Congratulations to Howard Pryor on once again winning our Concours award

Perhaps a description of the judging system is of interest

All members attending the rally, with cars or without, are given a voting paper.

Members are asked to nominate cars for first, second and third place in the concours.

Cars receive three points each time they are nominated for first place, two points for second place and one point for third place.

The car gaining most points in total is the winner, next most points second and next third.

This year points were as follows:
NLO 739 — 44; FDO 434 — 26;
HTH 719 — 19; KSF 804 — 17;
XMG 7 — 16; HBU 358 — 10;
KSK 160 — 9; LFG 805 — 7; ASY 787 — 3; FST 608 — 3; PKK 101 — 3; VSK 262 — 1.

No fewer than seven cars received nominations for first place which shows the very high standard of cars present on the day.

If, like me, you got no points, take satisfaction from knowing that it's playing the game that counts, not the winning. (Kipling ??) — Ed.



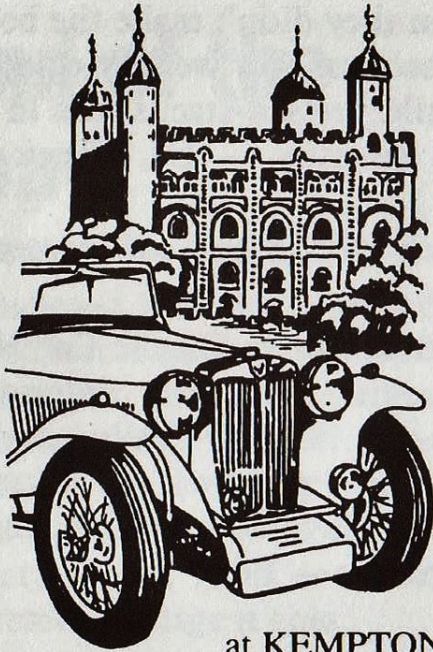
Members present at the rally

WORKSHOP MANUAL

In good condition — £15.00

Tel: (01634) 409795 or 0171-922 9686 (work)

Julian Brownridge



THE
LONDON
CLASSIC
CAR SHOW
incorporating
THE GRAND LONDON
AUTOJUMBLE

at KEMPTON PARK on the last Sunday in September

September 29th 1996

KEMPTON PARK

We have a Club Stand so do try and make it

**NORTH WEST
STANDARD TRIUMPH
SPARES DAY**

Hooton Park, Ellesmere Port, Wirral

Sunday November 3rd

Easy access 200 yards from Junction 6 on the M53

Correction**Classic Car Mart recently published the following:**

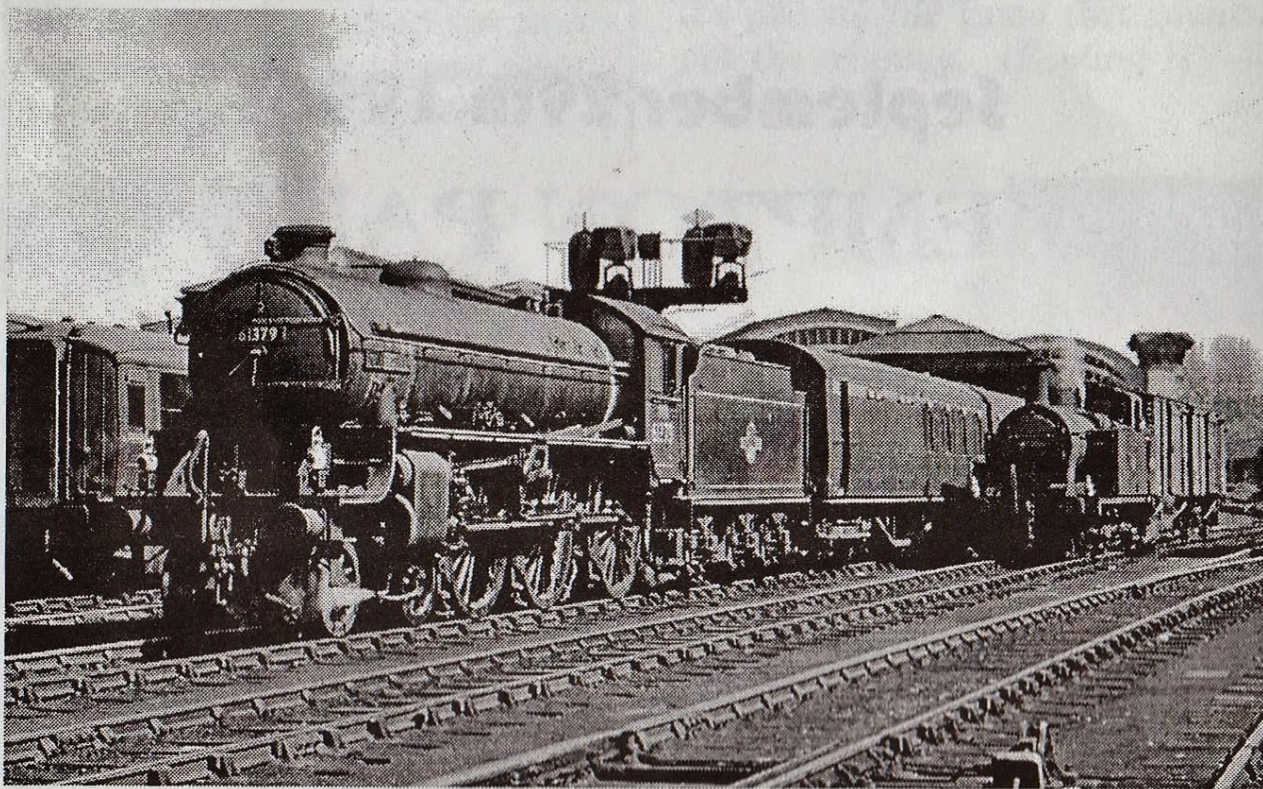
"Tony Booth of Woodstock, Oxford, writes: 'I enjoyed your spotlight on Triumph in the July issue, but there are a couple of points I would like to correct. Mayflowers never had aluminium bodies and the bodywork was made by Fisher-Ludlow, not Mulliners.'

(You're quite correct, Tony, and I've rapped Ray Legate's knuckles! In fairness to him, however, the Mayflower was actually designed

by Leslie Moore, the chief body designer of Mulliners, and the only reason they didn't make the bodies was because they weren't equipped to build pressed-steel shells in any great quantity — Ed, *Classic Car Mart*.)

Well spotted and well corrected, Tony.

[To be fair to Classic Car Mart, they did have an interesting write-up of our rally and a smashing picture of Howard Pryor's Mayflower in the August edition too — Ed.]



B1 Class 4-6-0 61379 "Mayflower" in York station in May 1959

WANTED — MAYFLOWER MEMORABILIA

As part of my 'research' into the Mayflower I am seeking photographs, magazine articles, road reports and all other literature (photocopies gratefully accepted). You may wish to share the history of your 'Flower.

**Please contact Stephen Coulman (758) on 01724 762061
3 Hewson Street, Messingham, North Lincolnshire DN17 3PE**

Letters

End of the road!

Dear John (Gogay),

Enclosed is a photograph of my Mayflower outside the Mayflower Retirement Village at Gerringong 20 miles north from Nowra (this appeared on the cover of the last issue of *Flower Power*). I made the threat, behave itself or off to the retirement village it goes.

John, with your assistance, my flower is up and running, registered on club plates No. 51 fitting for a 1951 model, our local club is Shoalhaven Historical Vehicle Club.

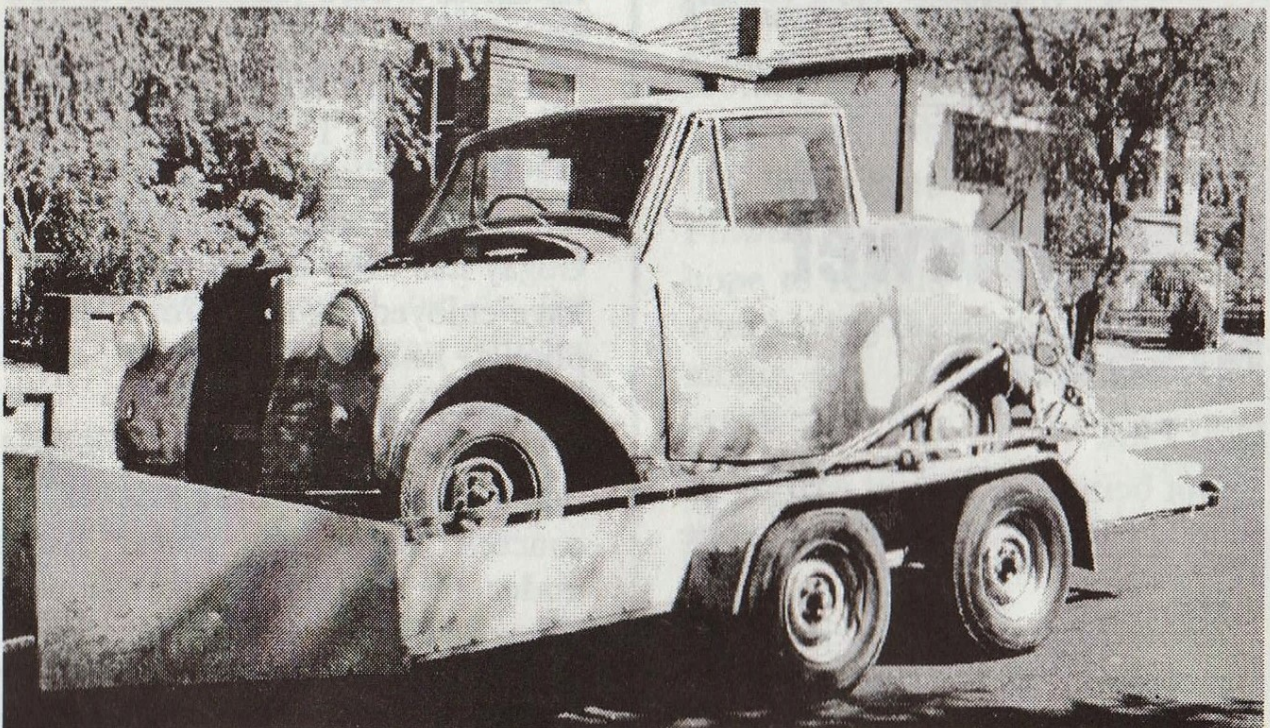
When purchased it had travelled 80,000 miles. The body was sound,

but the motor and gearbox were out and dismantled, which was a worry, not knowing what may have been missing. Had the motor overheated?

The only modification we made was fitting a Triumph 2000 oil seal to the rear of the crankshaft. We replaced the seals and bearings in the gearbox, and replaced the universal joints. Resprayed with two pack maroon and re-upholstered with a rich cream colour — I love it, it looks so 'regal'.

On the road it is quite noisy, I can understand why a radio was fitted as standard. The car may have noisy bearings up the back end, but we've yet to tamper with the rear end.

Have taken it on a few club or club blessed outings covering around 500 miles and have done



The next project!

the first oil change using Shell Helix Plus. Have entered a June 9th NRMA Motorama 96, hosted by Illawarra Motoring Museum and decades of design diversity spanning 1946 to 1966.

I would imagine mine will be the only Mayflower entered and will attract a lot of attention, most people haven't seen anything like it. Most common vehicles of this era from England are Morris, Austin, Vauxhall, Singer and Hillmans. The Motorama will be of interest and enjoyment.

Our next challenge is to restore a Mayflower 1952 Utility. This vehicle I understand was produced only for the Australian market. It has push button door handles, large rear window and no trafficator arms. Does the club or anyone else have any production details available for this model?

*Bob Mann, Member 778
Nowra, Australia*

A Mayflower Nissan

Dear Phil,

Not being too great at writing an article, I thought I would give one a try.

Approximately one year ago I met 'Flower' at the time a rusting 1954 grey with grey interior Triumph Mayflower. Flower's

history was an original England purchase, driven for one year then shipped to New Orleans in the U.S. for a planned driving trip to Chicago.

Not being up to the interstate speed and stress Flower blew a head gasket just out of Little Rock Arkansas. A local repair shop dismantled the motor and promptly lost some of the minor parts — like two of the pistons, the water pump and numerous nuts and bolts. The owner now in Chicago gave up on repairs and for the next 15 years Flower sat in a scrap yard.

Enter my wife June who promptly fell in love with the unusual styling of the little girl. After a short discussions to whether or not we would be paid for hauling the car off, Flower was towed to my home in Hot Springs, Arkansas where renovation is now underway.

After a number of changes had been made I discovered the Mayflower Club and have been a member for the past year. John Gogay has been most helpful and I have enjoyed visiting him over the phone lines on two or three occasions.

In your summer issue I found that I was not the only one with a concern about the power plant under the hood of a Mayflower. Therefore I wanted to share with other Mayflower owners my solution to the 'Flower Power Problem'.

First off I am a dedicated restoration buff and to butcher a classic sends shivers up and down my spine. Therefore any modification made to 'Flowers' original construction are totally reversible should we ever want to go back to original factory specification.

Details

Motor — donation from a 1984 Nissan 210. The motor mounts were relocated on the left front, the right was positioned using the original motor mount studs. Nissan motor mounts were used. The Nissan transmission plate was used and the location bolted to the Flower transmission holes in the frame.

The drive shaft did have to be modified to connect the transmission spine of the Nissan to the rear end of the Mayflower. (I saved the connector from the Mayflower's transmission.) The Nissan has a floor shift, so the column shift of the Mayflower was removed.

The master cylinder from the Nissan was mounted beside the Mayflowers Brake master cylinder and connected directly to the clutch pedal. The Oil pressure gauge was connected to a flexible line and attached to the oil filter of the Nissan.

The steering linkage of the Mayflower had to be modified to move the crossing arm rearward one inch. This was done by

bending the tie rod ends 30 degrees, adding an extension and mounting a guide on the firewall. Other than these modifications, Flower is original. Necessary modifications to the Nissan engine included the exhaust manifold header that had to be custom made, the intake manifold required removal of all the anti pollution hoses etc and relocation of the water lines.

Result: power to spare at 60 and a very reliable power plant.

I will need the quarter window rubber, and I understand that it is not available. I plan to attempt to rubber cast new ones from the remaining old ones. If this works, I will let you know how to do it and just how well it works. I also need new over-riders for both front and rear bumpers, and an original license plate bracket and possibly a new grill as replating seems prohibitive. Hopefully John can help me with these items!

I still have the majority of Flowers motor, and someday I hope to rebuild it to original, but after having the power of the newer motor the change may not be worth the effort. If anyone would like more information. Please feel free to contact me at 124 Leigh Circle, Hot Springs, Arkansas 71901, USA or by phone 001-501-623-9752 (home) or 001-501-321-1999 (work).

Leland Felix, Member 802

Ruby-May must go

Dear Phil,

Firstly I should like to say how much I enjoyed the National Rally and take this opportunity to thank the committee for all their hard work in its organisation

I believe it was a great day out and if confirmation was required, which it is not, my brother, who accompanied me from Lincolnshire in Ruby-May, thoroughly enjoyed himself even though he has some scathing comments to make on 'classic cars' and "the nutters who drive them" (his words, not mine!).

Overheating

Unfortunately we had to leave as Ruby-May was overheating on the way down and we expected the same on the return journey.

Just as well that we did as it took four hours to get home, a mere 100 miles, due to frequent stops so as not to make her boil and allow her time to cool.

Investigations revealed that the wrong thermostat had been fitted in the past. I have since rectified this, overhauled the engine and all is well now.

I was very pleased to see Steve Darley (161) at the Scunthorpe District Classic and Vintage Motor Club Rally. His 'Flower is absolutely beautiful and in my

opinion is every bit as good as Howard Pryor's car.

Perhaps next year more members will be able to attend this popular and growing event.

Investigations

My investigations into the 'Flower continue and when I have something tangible to write I shall provide you with a copy for Flower Power.

Did you know that Triumph presented Fred Perry with a two-tone right-hand-drive 'Flower as a courtesy car?

I have also obtained Triumph factory photographs of hundreds of 'Flowers in storage in a quarry.

Now the sad news. Due to a growing family and pending house move I am compelled to sell Ruby-May.

Whilst I would rather sell the Astra or Nova practicality prohibits this. I should therefore be obliged if you would place the enclosed advertisement in the next issue of *Flower Power* (see page 3).

Continue

It is my intention to stay in the club, continue my investigations and purchase another 'Flower as soon as I am able.

Keep up the good work. I hope to see you at the Northern Rally later this month.

All the best
Stephen Coulman (785)
Scunthorpe, South Humberside

NORTHERN RALLY

Sunday 22nd September

**Austerfield
South Yorkshire
at the
Mayflower Public House**

From midday

The pub serves good food and has a large beer garden with excellent children's facilities

Large Car Park

*Please contact Steve Coulman
on 01724 762061 to confirm attendance*

Knebwoth House 1996

by Howard Pryor

AUGUST Bank Holiday Weekend — only two Mayflower cars turned up this year, Terry Forey's came on Sunday and I took Mabel (NLO 739) on the Monday.

Mabel came home with runner-up spot in the overall Councours against approximately 50-60 cars of all types and ages, a very pleasing result.

The weather not being to kind kept people away I think and we got soaked again on the way home.

Our last Rally this year will be at the Grand London Autojumble and Classic Car Show at Kempton Park on Sunday 29th September.

The Mayflower Club has reserved a stand and three Mayflowers have stated an interest in attending. Should you wish to attend please contact me and I will post you an entry form. I would also like details of any shows for 1997 that you want the club to book a stand at.

Happy Mayflowering!!!

100 years of Trivia

Courtesy of the Retail Motor Industry Federation

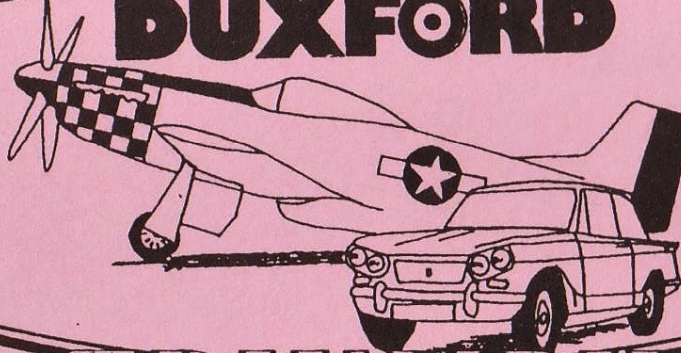
- 1896 Daimler registers first car in Britain on January 17th
- 1901 First diesel engine designed
- 1904 Motor Car Act requires motor vehicles to have registration plates and motorists to have driving licences
- 1913 Britain's first roadside petrol pump installed
- 1921 Vehicle log books and tax discs made compulsory
- 1928 First automatic traffic light installed in Wolverhampton
- 1931 Highway code introduced
- 1934 Driving test made compulsory
- 1948 A flat rate of car tax introduced at £10 per car
- 1957 Double white lines appear to prevent overtaking on dangerous roads
- 1960 The MOT test arrives - to keep dangerous cars off the road
- 1964 A suffix letter appears on number plates for the first time
- 1967 Breathalyser test introduced
- 1985 Sinclair C5 electric car came and went (slowly)
- 1986 Wheel clamping introduced in London
- 1992 Gatso speed cameras say 'cheese' for first time in UK



TSSC ESSEX PRESENT

DUXFORD

96



ALL TRIUMPH DAY
SUNDAY OCTOBER 6th 1996. 10am.

* WIN A FLIGHT IN A 1930's TIGER MOTH BIPLANE *
* MEMBER'S CHOICE CONCOURS *
(INCLUDING NEW CATEGORIES FOR BEST TR & STAG)

* TRADE STANDS *

* ENTRY INCLUSIVE TO EUROPE'S LARGEST AIR MUSEUM *
INCLUDED IN PRICE

* OVER 300 CLASSIC CARS ATTENDED LAST YEARS SHOW *
(ALL CLASSICS WELCOME)

* SATURDAY NIGHT GET TOGETHER AT THE FLINTCROSS MOTEL *
ACCOMMODATION AVAILABLE + FREE CAMPING

ENTRY:

£5.00 FOR ADULTS - £3.00 FOR CHILDREN (UNDER 16's)

To Qualify for the above reduced admission prices you MUST be in a Classic
(preferably a Triumph) or prove Current TSSC Membership

The Imperial War Museum at Duxford has over 140 historical aircraft on display including a test Concorde, Spitfires, Mustangs, a Lancaster Bomber and a B17 Flying Fortress. There are also over 50 military vehicles on display in the Land Warfare Hall, as well as a Battle of Britain Ops room, access to aircraft Restoration Hangers and much, much more. Plus as Duxford is still a fully operational airfield it is possible that historic aircraft may be flying during the event.

DIRECTIONS:

Duxford Imperial war museum is located next to junction 10 off the M11. (approximately 1/2 an hour from the M25).

FOR MORE INFO CALL:

Chris Twigg:
01245 442788

Andy Cook:
01277 214184

SORRY, BUT NO DOGS.

