

Triumph Mayflower Club



WINTER ISSUE 1996 (No. 82)

MEMBERSHIP WORLDWIDE

Season's Greetings



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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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*

FLOWER POWER
CONTENTS

EDITORIAL Pages 2
CHAIRMAN'S REPORT Pages 3-6
RALLY REPORTS Pages 17-19
LETTERS Pages 7-11
NORTHERN RALLY Page 12
WHY OH WHY Pages 13-16
Story by Dave Stafford
MEMBERS CARS Page 20

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Editorial

Christmas greetings

I HOPE this reaches you in time for me to wish you a Merry Christmas and a happy and healthy New Year. If not, then please accept my apologies for the delay in arrival which is due to a combination of my getting a bug the week I should have produced the magazine and an increased load at work due to the recovery which seems to have arrived at last.

I hope you are all finding more time at present to enjoy your cars than I am. JBD was MoT tested in September and has not been out since. I'll have to break through a layer of dust to even find her.

The summer was a lovely time for me. As well as enjoying having a six month or so baby at home, we found time to get to a few local car shows.

The weather was always too hot or too wet but we had some great days out. I went to a few autojumbles this year, and was lucky enough to find a few parts for NTA which is now almost fully stripped down and also only makes slow progress — the back axle is half way out since it started raining at the end of September.

Work continues this autumn/winter mainly in the farming out

areas of preparation. I keep meaning to start work on the trim.

The other interesting part of autojumbling to me is rummaging in boxes of old books and magazines and photos. I am always on the look out for period information etc. that I can use in the magazine.

At an autojumble at Epsom race course in October I came upon a book published in 1955 titled "Motorists' companion on the highways of England" by Christopher Trent. This little book is a real gem. From now on I shall be able to plan my Mayflower journeys using it, knowing that I shall be retracing the best routes of the day.

To give you a flavour of the book I shall simply quote one chapter title in full — 'The Oxford Road and Beyond'. Perhaps a future magazine will permit enough space to publish an extract (copyright permitting).

If anyone finds similar items I would be delighted to hear about them.

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Chairman's report

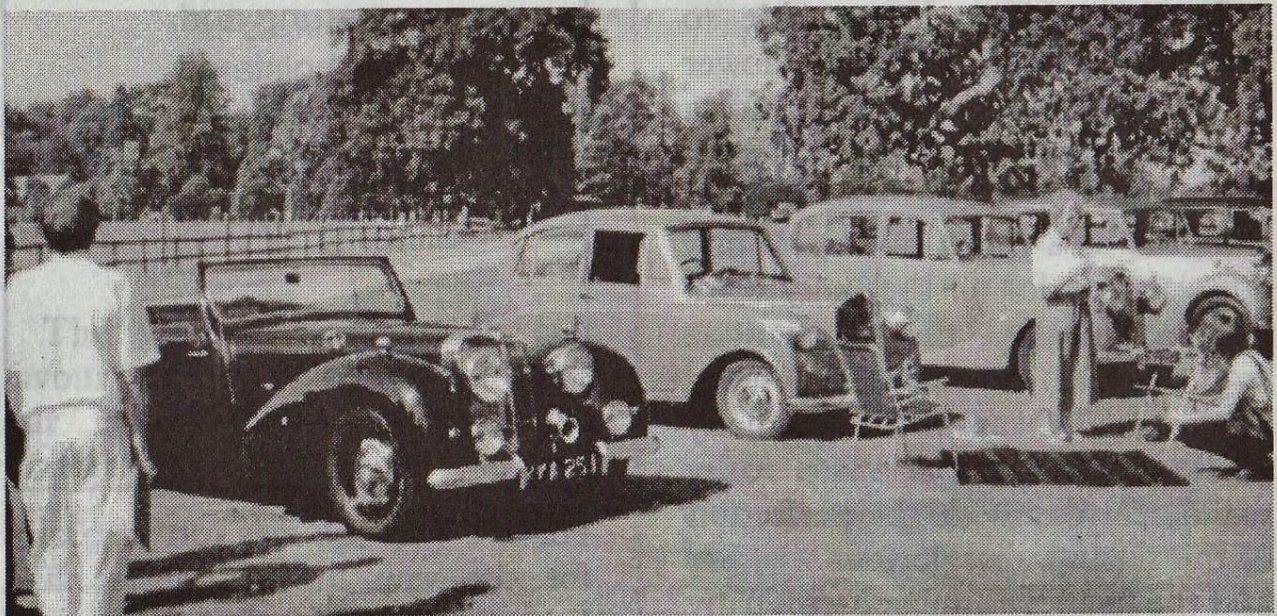
FURTHER TO the last two paragraphs in the Autumn issue of *Flower Power*, my last two events of the 1996 season were visits to Burford and Austerfield.

The Burford gathering was to celebrate the 21st Anniversary of the formation of the Triumph Razoredge Owners' Club and was an open invitation to Mayflower owners to take part.

The setting of Burford Wild Life Park provided a superb background, a cloudless sky and glorious sunshine making a mockery of the fact that we were in mid-September.

Present on the day were 17 Razor Edge saloons from the 1800 (1946-1949) to the Renowns (1950-1954). In addition were two Roadsters, one Humber Sceptre, one Vanguard Diesel plus my own Mayflower.

Two of our Club members, John Popkiss and Maureen and Alan Kormes, were among the owners of



*Above: Phil's Mayflower between a Roadster and a Renown
Below: General view*



the Renown's adding grateful support to my own presence.

Alan and Maureen's restoration was of the highest order and they thoroughly deserved the silver ware they proudly carried home to Bradford. I feel their feat of restoring two Mayflowers and one Renown in a period of five years must be a unique record and unlikely to be surpassed!

I felt the event was a homely gathering with all the vehicles parked in a radius of 25 to 30 yards. the wine and celebration cake contributing to everyone's feeling of well-being.

In this setting I was able to present on behalf of the Mayflower Club two oak napkin rings from the Mouseman of Kilburn, North Yorkshire, to Jennifer and Stewart Langton as a token of respect and appreciation for all the Rally work and organisation they have done over the years - events to which our Club have always been cordially invited. I felt that it was a really wonderful day with the perfection of the setting, the glorious weather and the friendly atmosphere - truly a day not to have been missed.

Trouble-free motoring

From the Saturday morning departure to the late Sunday evening return to North Yorkshire I covered 589 miles of trouble free motoring. I could not help but agree with some favourable engine comments made to me by John

HOUSE MOVE FORCES RELUCTANT SALE TRIUMPH MAYFLOWER

Dark green with tan interior, engine stripped and overhauled five years ago. Front seats fully resprung and reupholstered
Needs small amount of welding for MoT

£750

Contact:

**Tony Booth on
01993 811642**

Popkiss - he too was full of praise for the way his Mayflower had behaved over the Stanford weekend. We do tend to 'knock' our sluggish side valve engine from time to time but my own experience has proved that with a true block and head surface and a steady 50-55 mph one feels one could potter along indefinitely.

Last years gathering at the Mayflower Pub near Doncaster was quite successful with 5 Mayflowers



Our Chairman receiving the "Mayflower" model from TROC

present. This year we could only manage three Flowers plus John and Tracey Oglesby with their Riley 1.5 saloon.

The weather was not in our favour but nevertheless we all had our roast beef and Yorkshire pudding and I felt the meeting served some good purpose. (see Rally Report— Ed.)

Steve Coulman has assembled a remarkable folder with information about the Mayflower and he deserves every encouragement and help in his desire to eventually publish a book(let) on the Mayflower story.

He has done an enormous amount of research at Coventry unearthing the minutes of

VERY IMPORTANT NOTICE

If you are about to restore a Mayflower, please read on

I have an extremely good bodyshell, resprayed in Metallic Silver. All the rust areas have been repaired. All the running gear — front and rear has been restored. The engine has been rebuilt but there are a few ancillaries missing. This must surely be one of the easiest restoration projects ever offered. I can deliver - by arrangement.

Offers are invited in very reasonable area

Contact Howard Pryor on 0181-440 8623 (High Barnet, North London

meetings held in Mr Grinham's office with people such as Walter Belgrove present and in the short time available I found reading some of these minutes most interesting and revealing. "Knife Edge" saloon seemed to be a more popular styling description rather than the current "Razor Edge" terminology.

4-speed

The responses to the questionnaires sent out to the first delivery owners had all been tabulated covering such things as fit of doors, gear change difficulties, poor rear visibility from the original placing of the mirror, being but a few of the many items listed. One owner was even then requesting a 4-speed gearbox and overhead valve engine back in 1951!

Steve has appealed for any Mayflower items of interest and he would be grateful for further help

with any information which would be of interest to him. Although he has sold his Mayflower he will remain a valued member of the club and intends to purchase another car when funds permit.

Most members will have found the November edition of Practical Classics interesting reading. Congratulations to Howard Pryor for his contribution to the "Family Favourites" article, and for his car's appearance in the free 1997 wall-planner given away in the December edition of the same publication. An excellent effort helping to sustain the public's interest in our typically British saloon.

In conclusion our thanks must go to Phil Benson, now our longest serving Editor; I am sure I speak for all members of TMC who look forward to receiving their copy of *Flower Power* - we can of course all make his job easier by keeping up a flow of material for each issue.

WANTED URGENTLY
FAN PULLEY

Part No: 200189

Please Telephone:

Mike Handley

01494 816825

Letters**Try again . . .**

Dear Phil,

Thank you for placing my advert requesting stories, articles etc. re 'Flowers' in the last issue. Unfortunately no one responded and so I should be obliged if you would rerun the advert if space permits.

My own research has proved more successful. Together with Tony Thorpe (Member 789) I travelled down to Coventry Transport Museum recently and spent the day reading through Walter Belgrove's notes, drawings and memorabilia.

I brought away, with the museum's kind permission, copies of minutes from development meetings for the Mayflower from January to June 1951, complaints and criticisms from some of the first 121 Mayflower customers submitted to Triumph (principally Dealers), and the Triumph report on the first Mayflower in Australia, 670DL (Does this car still exist?).

The following are examples of the type of matters that appeared in the minutes and were attended to as a result of customer comments, or due to the need to lower production costs;

Lowered steering column by half inch, 8/1/51.

House tool kit in boot lid (not specific), 8/1/51.

Reposition petrol tank filler (after 9000 bodies) 8/1/51.

Cheaper three speed gearbox ready, 8/1/51.

Glass wool in roof lining to combat drumming, 8/1/51.

'Ghost' Mayflower progressing satisfactorily 8/1/51. (The Earls Court Show Car?)

Continuing problems with 'knock' from shock absorbers 19/2/51.

Brown and Grey colours cleared for rubber mats, 19/2/51.

Push button door locks cleared for production, 19/2/51

Van and Pick-up bodies being progressed by Mulliners, 19/2/51

Problems with the accuracy of positioning starter handle clips, 19/2/51

Problems with calibration of fuel gauge, 26/2/51

Poor Chrome, 19/3/51

Body leaks, 19/3/51

Radiator/bonnet locking handle unsafe, 19/3/51

Cold starting problems being discussed with Solex, 19/3/51

Cracking of bodies, 11/6/51

Drumming and road noise still prevalent, 11/6/51

The development meeting minutes constantly refer to design problems, cutting costs, poor quality chrome and paint, ill fitting components, supplier problems and the sharing of components with other cars in production at the time.

It appears that even when a problem came to light it remained in production until the 'parts bin' was empty.

The above are a taster of the contents of the booklet/pamphlet that I hope to produce with the help of the Club and it's members.

Unfortunately, for me, Ruby-May has a new owner, has gone to live in Durham and so I am without a Flower until the bank account recovers from the shock of the house move. Tom (Ruby-May's new 'Dad') assures me he intends to join the Club. I intend to obtain another 'Flower' as soon as possible.

All the best Phil, I hope to see you and other members at the AGM.

Steve Coulman
3 Hewson Street, Messingham
North Lincolnshire DN17 3PE

Arkansas hit

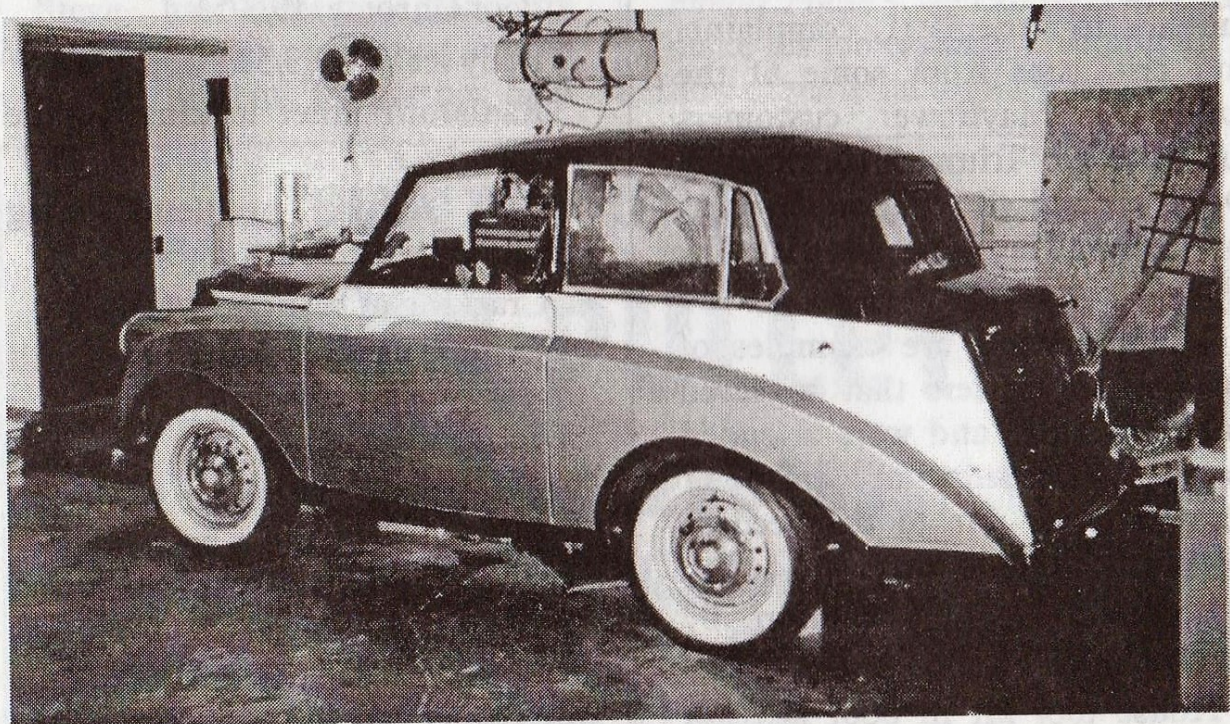
Dear John (Gogay)

I am enclosing a picture of "Flower" for your approval, and I thought you might like to know that at the local "Festival of the Scots" held here in Arkansas, Flower won first place in the "in restoration" division.

She was the centre of attraction and her trafficators were the hit of the event.

The overriders are still giving me a problem and I may still need one as the plater is not able to repair some of the pitting..

Regards Leland Felix
Hot Springs
Arkansas, USA



Leland's car nearing completion

Letters

From over the pond

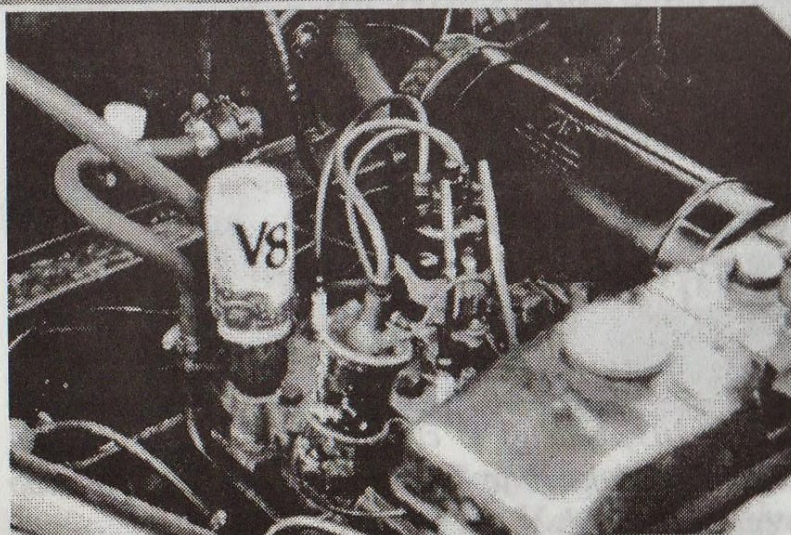
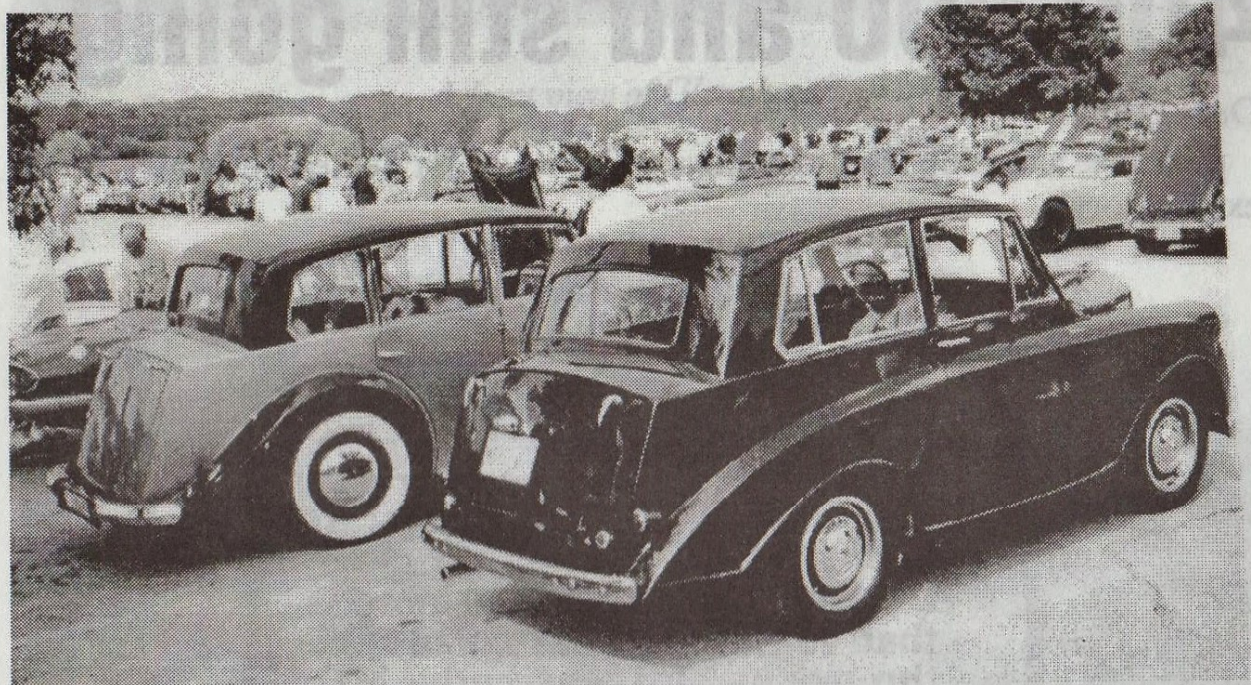
Dear Phil,

Greetings from across the pond. I just received my autumn issue of Flower Power and realised that I am overdue in sending you something about activities over here.

Enclosed are photos of our Mayflower at a recent (September 1996) British Car Union in Des Plaines, Illinois, a suburb of Chicago.

This year we had approximately 750 cars in attendance, everything from an Alvis to a Zephyr (or was it a Zodiac). Many Austin Healeys, MGs and Triumphs but only one Mayflower and one 2000.

Our Mayflower received much attention but unfortunately not enough for an award. She is a good



Glenn Grossklags' Mayflower at the British Car Union Rally, Illinois, with its V8!!!

runner but not show quality. She caused quite a stir and a chuckle among spectators when I told them that it had a V8 under the hood (bonnet). The enclosed photo will explain this bit of nonsense.

Unfortunately, there are only a few more weeks to use our fun cars in Chicago. Our weather turns cold in late October and I like to have everything put away before the snow flies and the salt used for

snow and ice removal appears on the streets. This part of the USA is known as the rust belt for good reason.

Keep up the good work with Flower Power and I will write again with some of the fun (and problems) of owning a Mayflower in the USA.

Sincerely Glenn Grossklags
Chicago, USA. No: 787

400,000 and still going

Dear Editor,

I enclose a cutting from the *Sunday Express* of 1st September which is self explanatory:

rea circa 1670; an arch was added to
a the top of the square. ~~Not William~~
rm, and Mary.

Enduring Triumph

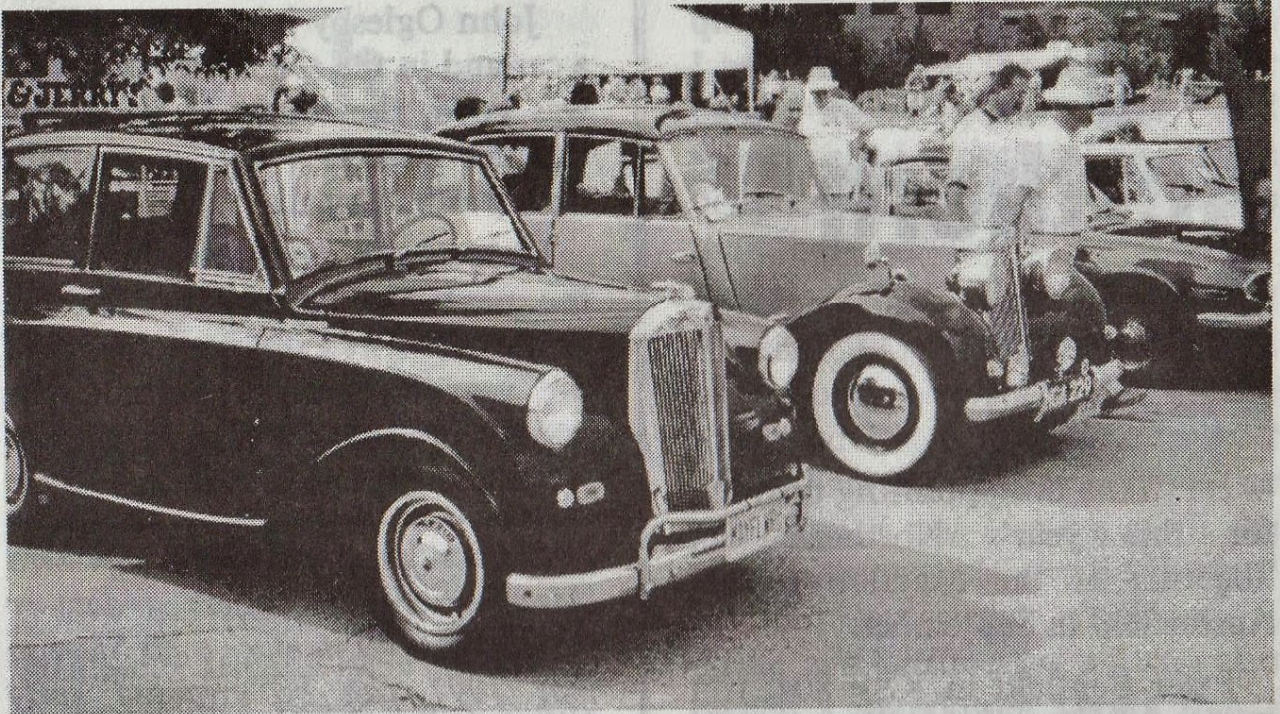
gus THE 1953 Triumph Mayflower Bill
ur Bowes, 74, of Thornley, near
Durham, bought for £400 more
than 40 years ago has sailed
through its 33rd consecutive MOT
with 400,000 miles on the clock.

ea Sweeping early

I have also enclosed a photograph (see page 11) of my husband, Neil Tweddell (member 507), and our two sons admiring a lone Mayflower at the Hope Show in Derbyshire.

Yours faithfully, Frankie Tweddell

The Mayflower in question, MDG 203, belongs to club member No. 138 John Grimwood of Macclesfield, Cheshire. Thanks go to John Poole, member 743, who also sent in the Sunday Express cutting. — Ed



A front view of Glenn's car



The 'Hope' Show in Derbyshire with Neil Tweddell and his two sons admiring the Mayflower of John Grimwood

The Northern Rally

by Steve Coulman

WE HAD a disappointing turn out for this year's Northern. Get Together at the Mayflower Pub, Austerfield in September.

Peter Benfield in KSF 804, Jim Whalley in RMA 917 and myself in RUB 844 being the only Mayflowers that turned up on the day.

John Oglesby joined us without a car and in the event, the company was good, the food was good, the weather was fair and a pleasant time was had by all.

I hope more members will attend the next Northern 'Meet' (to be arranged). If it's the wrong time of the year for members could the date be brought forward to warmer times to increase attendance?

If you have any views on the Northern 'Meet' or wish to suggest a date or venue please get in touch with Steve so that 1997 can be arranged early enough to be put in the Spring edition of the magazine. With more time to plan, perhaps more people will take the trouble to attend — Ed.



Line up at the Northern Rally

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Why oh why!

... I blame

Peter Benfield

by *Dave Stafford*

SOMETIME this year, I set off with some friends for a nice drive in the country. It was a nice sunny day, our destination was Burford, Oxfordshire.

We had a very pleasant drive, I being a back seat driver on this particular day, as my car was having a rest after working hard the day before doing a wedding for a mate at work. Getting back to the point, we arrived in good time, in good spirits, despite getting lost, by our driver who had been before and our navigator who knew the way! The hip flasks were still full; despite having stopped for breakfast.

We parked next to a nice Vanguard, which turned out to be a diesel! It was so quiet. Then, half an hour later He arrived. Peter Benfield, his wife and daughter. I had seen Mayflowers before, but Peter's wasn't in bad condition (That's some understatement — Ed).

He had been hard at work getting it in that condition, I had a

quick glance and went on my way. I had no idea at the time that our paths would cross again, and sooner than I expected. I am a great believer in fate, Or was it more than that?

Being the owner of a 1948 Triumph TD 1800 saloon, which is one of only a very few still on the road and it's a little over a year older than me, and in a lot better condition, I was looking at all the cars on my travels around Burford on that hot sunny afternoon. I spoke to a Renown owner who also owned a Mayflower, saying that I was interested in buying a Mayflower, should I pay a lot or a little. He advised that I should buy the best that I could afford.

By now, I was getting hungry so made my way back towards the smell of a barby. My wife says I have only two interests in life - food and *CARS*. What about the women...

After lunch, I went walkabout again, and met a man who introduced me to Peter Benfield, the man with the grey Mayflower.

Gentleman

Peter is one of the old school, will help anyone in need, a true gentleman. He mentioned an auction coming up in Harrogate the following weekend, and there just happened to be a Mayflower. Peter was going there to have a look at another car but would take a look at the Mayflower and give

me a call to let me know what it was like.

He phoned me the following Friday evening and to keep a long story short told me it was a good one, from a private museum in fairly good order with everything there. I decided to give it a go - in for a penny in for a pound.

I had already filled in the forms from Brook's the Auctioneers so that I would be able to make a phone bid. The day of the auction I was on tenter-hooks.

My wife was at work, and to kill time I did some house-cleaning. The wife came home, I was still waiting for the phone to ring. She had no idea what I was up to, She would have hit the roof had she found out, and perhaps I would have had a black eye or two and no room for the night! I waited and waited and waited, had they

forgotten or something gone wrong?

Suddenly, the phone rang. The auctioneers were just checking that I was in, they would call again in a few minutes. Time speeded up, the phone rang again in no time at all. I could hear in the background, £2,500 £2,700 £3,000 - Sold, Had I already missed it?

Then the voice said the Mayflower was next, things happened fast, I could hear the bidding, £1,550 did I want to bid £1,600, he asked me again, I said 'yes'. Bang, Congratulations the car is yours.

I was over the moon, but I just had to keep quiet as the wife was in the kitchen cooking dinner, and if she found out . . .

Peter in the meantime was rushing home, so he could return and pick up the car. I had signed a



Dave Stafford's Triumphs

form with my credit card details on it, and phoned Brooks London Office to confirm it was OK for Peter to pick the car up. That's when things started to go wrong, they needed me to fax through an authority, and I had no fax machine. I phoned Peter to explain, what could I do, had I made the right decision? was I nuts?

Peter was going on holiday on Tuesday so I knew I had to get things moving. The next day was Sunday and as I could do nothing then, I went to a rally in Cobham in my TD1800.

Monday came. I rushed to the bank, got the money and dashed off to Brooks at Clapham to pay for the car, discovering I pass them every day on my way to work. I enquired about transportation of the Mayflower to London. I could buy another car for what they said. As you can now guess, I was

getting the heebie jeebies. Having bought a car I'd not seen, Couldn't get, I considered going up after work and driving it back overnight. Then like a flash inspiration returned. I thought of my good friend Peter Benfield, although when he reads this, who knows. To cut another long story short, as the car was now paid for, he would collect it today and would store it for a week until after his holiday and I would go up for it the following Saturday on the train and drive it back.

Overnight

Except that the train fare was about £56, so I decided on the overnight coach. What a journey. I managed some shut-eye, but not much. I arrived at Doncaster at 05.30 and started to look for a cup of tea - no chance.

Then my luck changed. Peter turned up. We arrived at his place

FOR SALE 1952 TRIUMPH RENOWN

Black with beige interior
Overdrive, older restoration, new head lining, new wood dash
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Very good value at £3,700 ono

Contact:

Howard Pryor on 0181-440 8623
High Barnet, North London

and Peter took me straight to the garage. She stood there gleaming, I'd swear Peter had washed and polished her. It was better than I was expecting ESK 253: I was lost for words.

Looking around, outside and inside, under and inside, I discovered it to be in excellent condition and still had the original rubber mats.

After a nice breakfast, Peter backed the car out and then we drove in harmony to the A1, near Scotch Corner. We bade our farewells and I was off at 07.50 passing through Marble Arch in London at 14.15 having done 280 miles with just two stops on the

way. My fears were groundless. Doing a steady 35 to 40 mph the car didn't falter. The oil and water guages were steady and the engine sounded sweet with no strange noises. I reckon after that journey, the car is a right good 'un.

I arrived home at about 16.00. I parked the car outside my house. My wife Tina saw the car. She seemed to like it! It took a while to tell her it was mine. All she said was 'Sell the other one'.

Thanks to Peter Benfield and his wife Sue for all the help and sound advice they gave me. Without their help I would probably still be looking for a Mayflower.

*A Date for
your diary . . .*

SUNDAY 20th MARCH 1997
for the
ANNUAL GENERAL MEETING
of the
TRIUMPH MAYFLOWER CLUB

to be held at

ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP

Rally reports

by Howard Pryor

The London Classic Car Show
Kempton Park
29th September 1996

WE HAD a 40ft x 40ft stand this year and a reasonable response from members. Three Mayflowers booked in with one having been driven down from Yorkshire the day before after being purchased, sight unseen, at an auction and a very nice original car at that.

Two Renowns and one Roadster were also booked in, further cementing relations between the three clubs.

The weather was a little damp this year but then it always seems

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, 3 Hewson St
Messingham, North Lincolnshire**

DN17 3PE

Tel: 01724 762061

to be damp at this particular venue. The show was very much expanded this year with some extremely nice cars and lots and lots of lovely autojumble.

Triumph Mayflower Club members attending were Bob



Howard Pryor's car as featured in a recent magazine article

Collins, Dave Stafford, Chris Tee and Howard Pryor. Phil Benson was unable to attend this year.

From TROC we had Chris Hewitt and Dave Wickens and from the Triumph Roadster Club Barry Latham, Bob Fitsall, Ian Davidson, Ron Prigmore and Ron Cromer. Quite a grand affair.

Prospects for 1997

We start our Rally Season at the Enfield Pageant May Bank

Holiday Show. The Club has had several members attending this show in recent years. It is therefore thought worthwhile for 1997 to book a club stand.

The show is on for three days - Saturday, Sunday and Monday, and we will need people to cover all three days so please let me know if you can come and which day you will be most likely to turn up on. (Please come with or without your car, it is a great opportunity to meet other members and get that

SPARE PARTS SERVICE

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**Telephone/Fax remains unchanged
(01322 221493)**

Because of the Spares Secretary's move a great deal of the spare parts are still in storage and this is likely to be so for at least another month until my new garage is built. So if you have parts to order please allow more time to enable them to be sorted as this can only be carried out at weekends and in daylight! Please accept my apologies for this interruption but it is completely out of my hands — John

elusive part in the autojumble which is one of the best in the country. There is always lots to see and a fun-fair for the kids and lots of food and beer outlets too).

The joint rally with TROC will be held on Sunday 20th July at Avoncroft Motor Museum near Bromsgrove in Worcestershire. This venue will provide a different theme than the stately homes we have grown accustomed to. A nominal charge of £5 per car is required, but this allows access to the museum and facilities, which includes a good tea-rooms serving meals so you don't have to bring

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WANTED
FOR
FLOWER
POWER**

Articles on restorations, rally visits or on any topic connected with our cars. *Your stories help to make your magazine more interesting.*

Please send your story to:

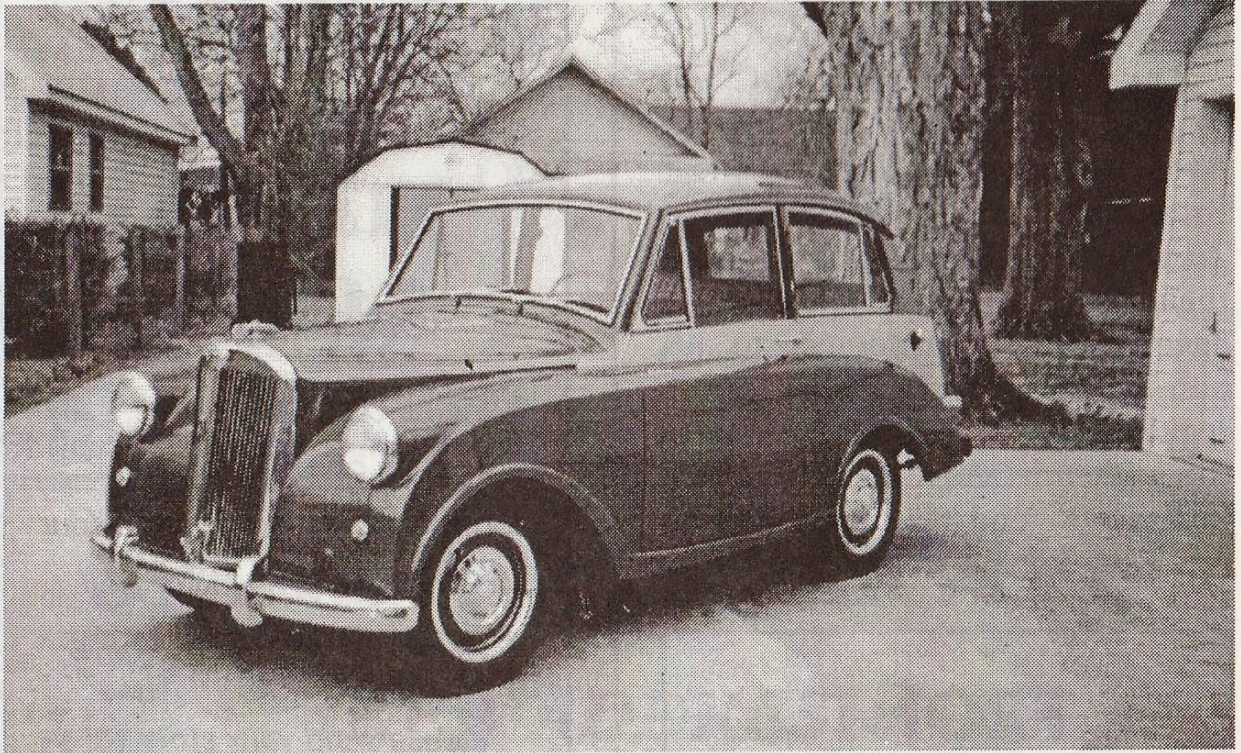
Phil Benson
4 Dunlin Close
Redhill, Surrey RH1 5HJ

your own sandwiches this year. Full details will appear in the next issue of Flower Power, but do make a note in your diary.

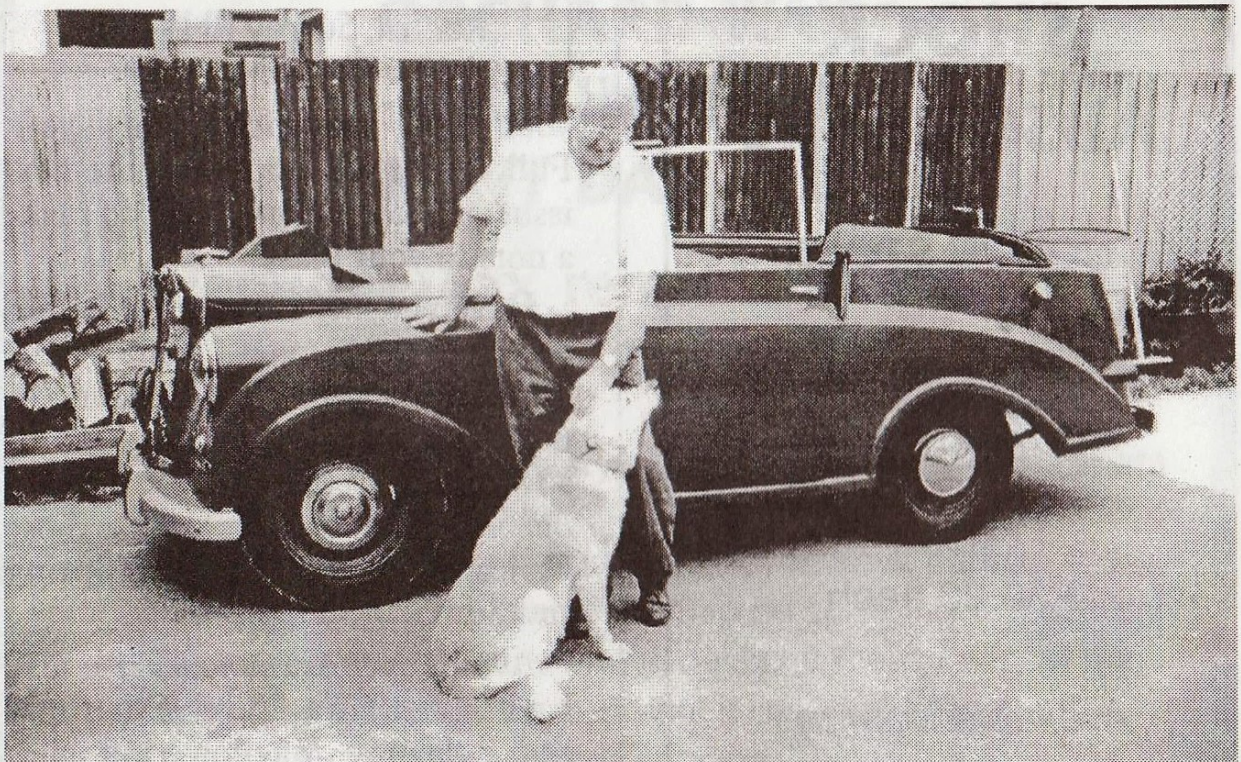
Have you any interesting Rallies near you. If you want some company send Phil Benson or myself some details and get it advertised in the next edition of *Flower Power*. Lets get those Flowers out there for the Spring and Summer Shows.

As this year draws to a close may I wish you all a Merry Christmas and a Happy Mayflowering New Year for 1997.

Members cars . . .



Frank Berry's very nice looking car



Another shot of Noel Briggs' steam car

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<i>Better acceleration</i>	✓
<i>Easier starting</i>	✓



FIT

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

Gap size

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