

Triumph Mayflower Club



SPRING ISSUE 1997 No. 83



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 Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER 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*

CONTENTS

EDITORIAL Pages 2-3

CHAIRMAN'S REPORT Pages 5-8

GOING TOPLESS Page 9
Howard's off hunting!

MY CAR'S THE STAR Pages 12-13
John Oaker's trip to Mars!

LETTERS Pages 14-16, 18, 20

RALLY REPORT Page 19

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.



TRIUMPH MAYFLOWER CLUB SHIRTS SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

Available in Small, Medium, Large, Extra Large, and Extra Extra Large

Colours available:

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15

Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE SPARES SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial

Save your rights!

NORMALLY JBD 807 is asleep in the garage from October until April. However, last month my wife's five-year-old Ford Escort needed a new catalytic converter and a new clutch and so was off the road for a week.

As JBD is now licenced all year for free I took the opportunity to use the Mayflower for the week and lent my BMW to Celia.

It was very interesting to see how a 44-year-old car coped with wet and frosty weather.

Optional

As I have the optional heater the cold days were no real problem. On the wet days however the rear visibility suffered from serious misting of the rear window. Otherwise the car was fine and managed the six miles each way to and from work without incident.

This leads me on nicely to being able to remind members, particularly UK members, that sinister moves are still, from time to time, afoot in the EEC legislative drafting bodies which could eventually remove such freedom of usage of our older vehicles.

We must fight to preserve our rights. In the UK this club is affiliated to the Federation of Historic Vehicle Clubs. You may well be aware that the Federation, of which Lord Montague is President, holds the freedom of usage of all vehicles dear, and so they monitor both our national government motoring proposals and also the European Community activities in the motoring sphere.

Questionnaire

With this issue of *Flower Power* you will find enclosed a questionnaire from FBHVC. Please complete it without delay and post it to their secretary. The address is at the foot of the form.

Our Annual General Meeting is scheduled to take place at 2 pm on Sunday, March 23rd this year. Once again the AGM is being held in a central location in Walsall in the West Midlands just 400 yards

SHOCK ABSORBERS

FRONT
£18.50 each

REAR
£30.00 each

Available from the
Spares Secretary

from Junction 10 of the M6 motorway to the north of Birmingham. Please do make an effort to attend.

Informal

This is a relatively informal affair and gives a great opportunity to meet the committee and other members and to have your say on how the club is being run. In particular we shall be sounding out views on the 1998 Rally which is our 25th anniversary and also the

75th year of the Triumph marque. There is an advert for the AGM elsewhere in the magazine giving full details of how to get there etc.

I attended a Triumph Roadster Club area meeting recently. I was made very welcome and had a most enjoyable evening talking Triumph cars in a rural hosterly in Kent. I recommend it to you all. If you want to know details of your nearest Roadster group then give Bob Fitsall a call on 0181-669 3965.

FOR SALE

MAYFLOWER 1953

Black with Red interior

Bare metal refurbishment in 1990

Photographic record - Condition A1

MOT and current licence

Correct with period extras — £2,900 ono

Contact Tim Main 01905 - 381395 (Worcester)

VERY IMPORTANT NOTICE

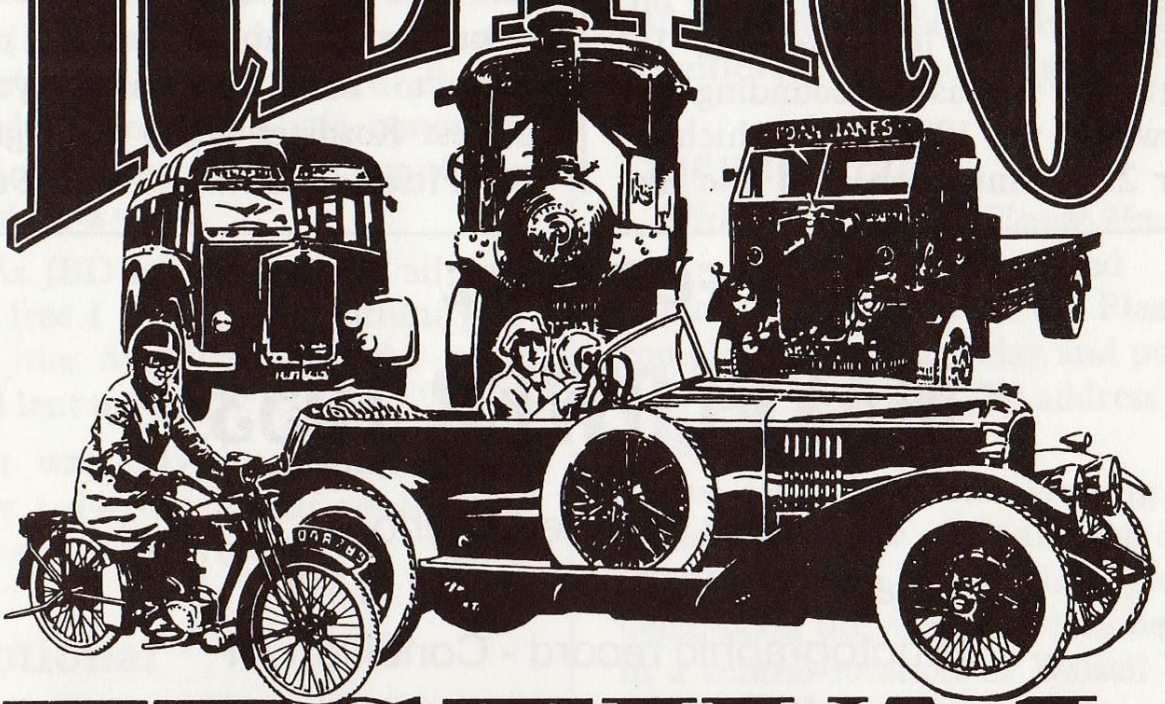
If you are about to restore a Mayflower, please read on . . .

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. Contact:

Howard Pryor 0181-8623 (High Barnet, North London)

FLOWER POWER

RETRO



FESTIVAL

THE EVENT FOR VETERAN
VINTAGE AND HISTORIC ENTHUSIASTS

NATIONAL EXHIBITION CENTRE
BIRMINGHAM • ENGLAND

9 & 10 AUGUST 1997

*Organised by Centre Exhibitions,
The friendly team who run The National Classic Motor Show*

Chairman's report

AS I WRITE my notes for the Spring edition of *Flower Power* the January snow and ice give very little encouragement to the classic car owner to take to the roads at this time of year.

A few days have been dry and fine and I have ventured on a short run or two resisting the urge merely to start the engine in the garage which we are all aware is not the best of practices to follow.

Salt certainly plays havoc with an older car and I am making the most of January and February to catch up with some items needing attention. My own respray on KSF 804 is now four years old and the inevitable bubbling here and there has occurred with the front wing seams and the rear panel beneath the boot lid showing signs of corrosion in one corner.

It is on such occasions that one perhaps questions the preparatory work of the professional sprayer but my own experience has been that recompense is hard to come by — I have been somewhat disappointed at the well known northern firm which did a complete bare metal respray such a short time ago. They showed little enthusiasm to correct the present failings, just an expensive quotation for the rear panel and

much humming and haaing for the front seams.

Luckily I have found an old fashioned family garage concern in a nearby village who have recently revamped their spray booth and more important I found an enthusiast in charge who soon gave me the confidence to let him tackle the job and at the same time satisfying me that I would be receiving good value for money. The next month will show whether my faith has been justified — hopefully so the saying goes, small can be beautiful.

In the meantime I have dismantled the front door surrounds and these have been rechromed by Cleveland Chrome, a firm I could highly recommend.

These are now back in place and perhaps next winter I will similarly

WANTED

Stories

**on your restorations,
visits to rallies and
autojumbles or anything
of interest to other
members**

Remember it's *your* club
so please help to make our
magazine that much better

Send your articles to:
Phil Benson

refurbish the rear side windows surrounds — a slightly more difficult task I feel. Chrome work is not cheap of course and one tends to resent the 17.5% given to the Chancellor for this privilege but the free tax disc I received in December does tend to soften the blow!

I am sure readers of *Flower Power* would find Steve Coulman's letter in the Winter edition most interesting. Perhaps some owners will say lots of the problems brought to light were in fact never solved but it is easy to forget that 1949/50 was still an age of austerity with no robots or computers to help to iron out any problems.

Catch up

Balance of payments was a huge headache for the government, exports were high on the agenda, and Standard Triumph were in a hurry to catch up with Austin and Morris already by this time quite successful with their Devon/Dorset and Oxford ranges.

It was to the credit of the Canley workers that we still ended up with a quality vehicle, perhaps technically a little dated but don't forget that Hillman were also still with side valve engines and also Bendix brakes which could behave quite frightenly under some circumstances.

I hope Steve's second appeal or stories, experiences etc receives some responses to help him

Summer's on its way!!

**Why not buy a
CLUB T-SHIRT**

with embroidered logo

White in sizes

XL, L, and Medium

*Available from the
Spares Secretary*

compile a comprehensive history of our vehicle.

At the end of my first year in office I would like to thank all Committee members for their contributions to the smooth and efficient workings of the Club.

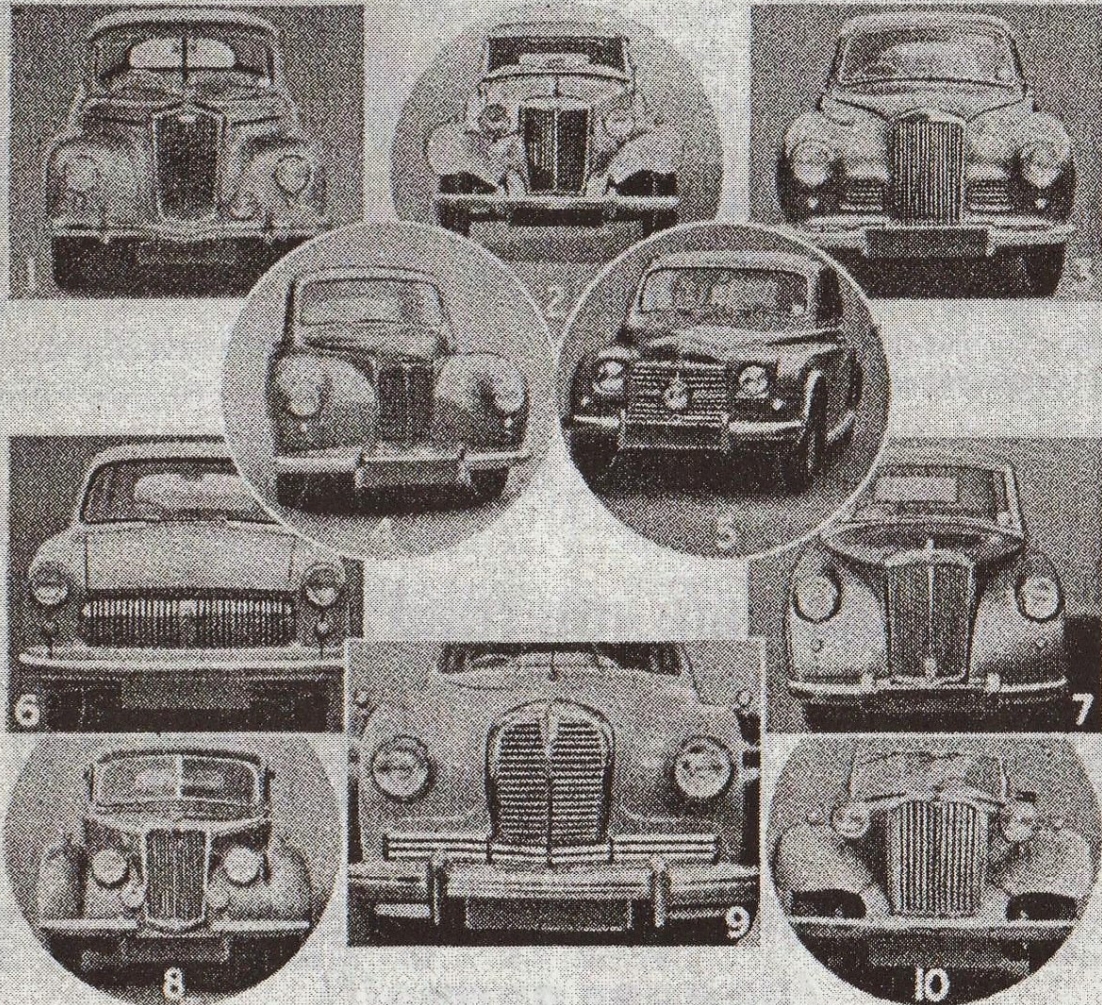
We are fortunate in having some very talented and dedicated people willing to give so much of their spare time to promote our image in the classic car world. In this respect I would like to pay tribute to Howard Pryor, a runner up at Knebworth last summer in the Greenwood's Autoglym Exhibition. His Triumph Mayflower, NLO 739, is one of ten vehicles invited to the Autoglym Concours Winners of 1996 Display at the London Classic Motor Show at Alexandra Palace on 15th - 16th March 1997.

Alexandra Palace is a very special venue with a unique atmosphere, to be enjoyed by everyone whether an exhibitor or member of the visiting public. It really is the most magnificent

Competitions! Open To All Readers

Prize-winning entries in "M.M." competitions become the property of Meccano Ltd. Unsuccessful entries in photographic, drawing and similar contests will be returned if suitable stamped addressed envelopes or wrappers are enclosed with them.

What Cars Are These?



Car Faces

As it is a long time since we had a Car Faces competition we are giving readers another opportunity of proving that they can recognise up-to-date cars by them. On this page are illustrations showing the fronts of 10 modern British cars. Readers are asked to make a list of these in order, giving with each number the name of the car that it represents. Enough to identify the model completely is required.

Prizes of 21/-, 15/- and 10/6 will be awarded to competitors who send in the best entries in order of merit. There will be a section for overseas readers, with prizes of the same value, and consolation prizes also will be awarded in both sections. Entries must be addressed "Car Faces Contest, Meccano Magazine, Binns Road, Liverpool 13." Closing dates: Home Section, 31st January, 1952; Overseas, 30th April, 1952.

December Photographic Contest

The twelfth of our 1951 series of photographic contests is a general one in which we invite readers to submit prints of any subject. Each competitor may submit only one photograph, which must have been taken by him, and on the back of his print must be stated exactly what the photograph represents.

The competition will be in two sections, A for readers aged 16 and over, and B for those under 16. Each competitor must state in which section his photograph is entered. There will be separate Overseas Sections, and in each section prizes of 21/-, 15/- and 10/6 will be awarded. Entries should be addressed: "December Photographic Contest, Meccano Magazine, Binns Road, Liverpool 13." Closing dates: Home Section, 31st December; Overseas Section, 31st March, 1952.

building and it will be a privilege to see Howard's car in such a distinguished company.

Support

I hope Howard will receive some support from Club members in the London area; I feel it is a real honour for the Club to be represented at this motoring event.

I would like to sign off this spring article with a couple of challenges to any inspired Mayflower owner who could provide any information on: a) the

fitting of an anti roll bar and if this would improve handling; and b) any genius out there who could solve the problem of fitting a conventional oil filter to complement the sump-strainer, or is this idea a non-starter?!

Looking forward to meeting you all at the AGM on Sunday 23rd March. Do try and make this informal and friendly gathering where all ideas and suggestions you may have can be freely aired and discussed.

Peter Benfield, *Chairman*

GOOD NEWS!

by the time you read this our

SPARE PARTS SERVICE

**should be back to normal
(or near normal!)**

DON'T FORGET THE NEW ADDRESS:

CHERRY HINTON

ORCHARD WAY, WILMINGTON

KENT DA2 7ER

Telephone/Fax: 01322 221493

Going topless

by Howard Pryor

SO, ONE evening, there I was speaking to a friend, who happens to own a Roadster, when he suddenly said "Oh, by the way," casual as you like, "I saw a Convertible Mayflower at the garage in ----- (you don't think I am going to tell you do you!) while I was waiting for an MoT, it was all covered up in polythene sheeting in a corner."

"That's interesting," said I. "Please try to find out some more details."

That was last summer and I heard nothing more for months then suddenly a few weeks ago he called me and said "Here is that phone number you wanted." I thanked him and rang it almost immediately.

An emphatic "No" was the answer to "Was the car for sale." We then proceeded to try and ascertain whether or not the car was a genuine convertible or not!

I gave Charlie (that's the owner's name) as much information as I had on convertibles and now eagerly await the confirmation for my appointment to go and see it.

Watch this space, I will keep you informed as and when I have more information (I wonder how much he really would sell it for?).

WANTED

TRIUMPH MAYFLOWER

In very good condition

Left or Right hand drive

Please contact

Gil Schnaider, P.O.Box 566
CH 8802 KILCHBERG, Switzerland

Phone:- 00411 7152248 - Fax: 00411 7152262

Money waiting for the right car

**TRIUMPH MAYFLOWER CLUB
TRIUMPH RAZOREDGE
OWNERS CLUB LTD**

ANNUAL RALLY

to be held at the

**AVONCROFT MUSEUM
OF HISTORIC BUILDINGS**

Stoke Heath, Bromsgrove

Worcestershire on

SUNDAY

20th JULY 1997

Commencing at 11.00 am



Saturday 19th July 1997

For those of you who would like to stay, the Hotel is Jarvis Perry Hall Hotel at Bromsgrove (01527 579976). A double room special rate of £44 per person for bed, breakfast and dinner. Single rooms £49. When booking a special rate please mention the club. Those wishing to dine only — £16.95.

Jarvis Perry Hall is formerly the country home of the poet A. E. Housman. The hotel is set back from the road,

parking is in the front and a night porter is on duty. Dogs are welcome and also at Avoncroft Museum. Book early to avoid disappointment.

Take a walk back in time, walk through seven centuries of English history. Each building provides a fascinating snap-shot of life in its particular period, it is both entertaining and educational. Since Avoncroft opened in 1967 over 20 more buildings have been carefully restored and re-erected. One of Avoncroft's recent achievements is the exciting new Guesten Hall which incorporates the breathtaking 14th century roof from the original Guesten Hall at Worcester Cathedral, some of the other buildings are The Windmill from Tanworth in Arden, The Merchant's House, a medieval timber framed house from Bromsgrove, the first building that Avoncroft had, a prefab providing a fascinating glimpse of post-war austerity, along with the National Telephone Kiosk Collection including examples from the 1920s to the present day. At Avoncroft there is a Team Room and a picnic site. Also farm animals and wagon rides for your enjoyment.

My Car's the Star

by John Oaker

FINISHED work, finished shopping — 5.15 pm Wednesday 5th February.

Key in the door, into the hall, pick up the phone, dial 1571.

"Welcome to BT callminder — you have one message. Would you like to hear it?"

"Yes."

"Message received at 4.50 pm today. Would you like me to play that message?"

"Yes."

"Hello, my name's Garfield Kempton and I'm from a film company called Brian Byfield Films. We're based in London. We are shooting a commercial in the next few weeks and we would like to get hold of a Triumph Mayflower. I'm looking for someone who would be prepared to hire me a Triumph Mayflower for a shoot taking three days in London.

I was given your number as someone who might be able to help me. Could you phone me on 0171 blah blah please."

So— I return the call.

Ring, ring. "Good afternoon, Brian Byfield films, how can I help?"

"My name is John Oaker and a message was left on my

answerphone about a request for a Triumph Mayflower."

"Could you hold the line please" (plinky plonky plinky plonky Mozart's piano concerto no. 23 plinky plonky plinky plonky).

"Good of you to call back so quickly. Yes, we're trying to locate a Triumph Mayflower for a commercial starting on February 17th. Are there any about? Do you know of one that we could use? What colours did they make them in?"

Not many about

"No, there aren't many about, perhaps 50 running around in this country. As for colours; well most of them were black, some were dark green, a few were maroon, some were a sort of metallic grey and others were pale blue. Mine's a pale blue one. By the way, why a Triumph Mayflower?"

"It's for a new campaign for Mars Twix and the director wanted to use a Mayflower because he remembered one in his street when he was a boy and they seemed to have a kind cartoony type of face.

It would need to be a pale coloured one because the idea is that the car is in a garage showroom with some other cars and the Mayflower and a customer would be greyish. In fact everything will be greyish.

We'll need the car for a couple of days from the 17th of February!"

"I'm sure I can sort something out. Can I get back to you?"

"Sure."

And the next day was Thursday, and then came Friday.

Ring, ring, ring, ring. "Hello it's John Oaker here. Could I speak to Garfield Kempton please?"

No plinky plonky Mozart this time, straight through. "Hello John. Have you been able to sort a Mayflower out for us?"

"Well you can use my car - it's a bluey grey one, looks presentable when its polished, it drives no problem, has a cartoony face — okay?"

"Fine, but we're going to start shooting this Friday. Can we collect it on a trailer and bring it to London on Thursday and could we keep it for a week? It would be secure in the studio. Can you send us some photos?"

Well to cut a long story short, the two photos that I own of my new look car are sent to London, a professional photographer is sent by train from London to take some more pictures, the Mayflower is

trailed away by a man who was only yesterday moving Rolls-Royce's about and now is here to collect a what does it say on this piece of paper, Triumph Mayflower, never seen one before.

Well to cut the long story even shorter, phone call to say that there's a bubble car and a Morris Traveller in the advert but the Mayflower is going to be the star — my car's the star.

Twix or Mars

Friday comes and my Mayflower returns all shiny with its cartoony face, I turn the key, pull out the choke, press the starter button, off we go.

Some time during April watch the adverts and not the programmes. either my Mayflower or a grey customer are going to eat either Twix or a Mars!

PS I'm going to eat out on the long version of this story for a long time."

PPS I'll get my car's photo on the front cover of *Flower Power* — watch me do it!!!

**DON'T FORGET
THE AGM**

SUNDAY MARCH 23rd

at Alumwell Junior School
Primley Avenue, Walsall WS2 9UP (see Page 17)

LETTERS**Punished?**

Dear Sir,

I feel punished. Am I? I didn't receive the paper since the winter 1995!

I guess there was something to pay but I was not asked to. Please find £10 from my last trip to England. Tell me if there is more and receive my best regards.

Ermine Herscher, 11 rue de la Citadelle 33410 Rions le Janvier

[Please accept my sincere apologies for the delay in sorting this out for you. Your letter arrived when I had a bad dose of influenza and I filed it away and then I forgot it, only finding it again when I typed up the magazine. You will receive this magazine and John Oaker will contact you to sort everything out. - Phil Benson]

Engine transplants

Dear Phil,

May I, as a voice from the past (membership no. 20!) reply to John Bramley's request in the Spring issue of *Flower Power* for information about engine transplants?

I bought my 'Flower in 1974. It was my first car and for many years was my daily transport, where its

slow progress up a particularly long hill proved a daily vexation to the queue of cars behind me.

As I'm no mechanic, I got little satisfaction from its habit of blowing the head gasket every 3,000 miles either.

The garage I used at the time (they've closed now) were cheap and resourceful, so in 1987 I got them to install a Triumph 1296 cc engine of the kind found in the Herald 13/60 and other Triumphs through to the Dolomite 1300 Mine came from 1 1975 Toledo.

Advantages

This engine has the following advantages: The block is the same length as the original Mayflower one, so you don't have to worry about interference with the steering tie rod which runs close behind the engine, or the arrangements for the radiator.

Because it is from the same family of engines, the front and back plates fit with only minor adjustments (a bit of drilling, I believe), so you can keep your existing engine mounts.

It provides quite as much power as you'll need, so there's no point in going for the 1500 cc variety, which I was told was prone to big end troubles.

It's common, so spares should be no problem.

You can suggest to the purists that it's the engine the Mayflower would have had if it had stayed in

production for longer (it's a bored out version of the 1953 Standard 8 engine).

It doesn't sound all that different to the original (except that the choke doesn't hiss in the same exciting way).

From what I recall (sorry to sound vague, but I didn't get my hands dirty on this one, and it's a long time since I had a close look at it) the following incidental work was involved.

The electrics were changed to negative earth, as I kept the alternator etc which came with the 1296 engine.

Exhaust

I had a new stainless steel exhaust front pipe manufactured, because with the 1296 engine the manifold is on the 'wrong' side. The new front pipe crossed behind the engine from offside to nearside, leaving the rest of the previous exhaust system unchanged.

Because the manifolds are on the offside, where the steering box lives, that part of the engine compartment gets crowded. In particular, the 1296's carburettor - a single SU - comes too close to the side of the engine compartment to enable you to mount an air cleaner directly onto it. The air cleaner was therefore mounted lower down, towards the front of the engine compartment, but on the same side. A hose was run from it to the carburettor through the

wheel-arch, this involved cutting two smallish holes in the side of the engine compartment, which was the only surgery done to the body shell.

Gearbox

The new engine was matched to the old gearbox using a Triumph 2000 Mark 1 clutch assembly. I had been worried that the old gearbox would prevent me from getting much benefit from the new engine, and wondered whether I'd need to install an overdrive, or a four-speed box with a floor change. My worries were unfounded and the new arrangement worked well.

Because the new engine produced much more power than the old one, it was necessary to uprate the brakes. This was done by installing a servo (from a Hillman Avenger, I think).

No additional changes seemed to be needed and I did not contemplate installing disc-brakes, although I suppose this could be done using TR3A parts. As I soon got tired of replacing the front suspension rubber bushes, I replaced both top and bottom with

APOLOGY

In the last issue of the magazine we showed the date for the AGM as Sunday 20th March. In fact the meeting is to be held on the 23rd (see page 17). Hopefully everyone realised what was intended.

the arrangement of nylon and steel you have on the TR's, but this gave a harsh ride, so I compromised and put rubber ones back in the top wishbones.

I replaced the cross-ply tyres with radials, which were a great improvement in every way.

The car performed very well. I was able to keep up with traffic - even up hills - and had to learn how to overtake. A skill I'd had no need for previously. Top speed was well above the legal limit of 70 mph and the handling and fuel economy were fine.

The car was once more my daily transport for a couple of years but then I rolled it (not because of speed - I was doing less than 30! - but because of ice on a downhill bend) and then the garage was so slow at repairing the roof that I took to more modern transport.

I then worked abroad for a time. All of this means that the 'Flower

has not been on the road since 1991, but I hope to have put it back on the road by the time you read this.

Norman Ward, who used to be a member of the club, had done a similar conversion to his Mayflower before I did mine, although I didn't learn of it until afterwards. I believe he later sold his Mayflower to concentrate on his Standard Vanguard, so while he may now be found in the ranks of the Standard Motor Club, perhaps somebody in the Mayflower Club has his old car (a silver one) and can comment on its performance.

Yours sincerely,
Peter Burdge

[Peter wrote this letter in June 1996, but it has taken me a while to find space for it. Thanks for all the wonderful information content Peter - I'm getting tempted - Ed.]

FOR SALE

1953 TRIUMPH MAYFLOWER

Grey with red interior - Reg. No. MYM 359

Chassis TT302607DL

Generally good condition but the upholstery needs some attention.

Minor dent on front wing

Some spares including original workshop manual, steering trunnion, valve springs etc.

£1500 ono

Contact Arthur Marsden 108 Thorn Road, Edenthorpe, Doncaster

Tel: 01302-887696

MILD STEEL EXHAUST SYSTEM

Front Pipe Assembly
Part No. 300505 Price £22.50

Tail Pipe
Part No. 300162 Price £20.70

Silencer Box
Part No. 300355 Price £24.70

Available from
Spares Secretary

TRIUMPH MAYFLOWER

LOOSE-LEAF WORKSHOP MANUAL

TMC154 - PRICE £17.00
Available from Spares Secretary

NOTICE OF

ANNUAL GENERAL MEETING

SUNDAY 23rd MARCH 1997

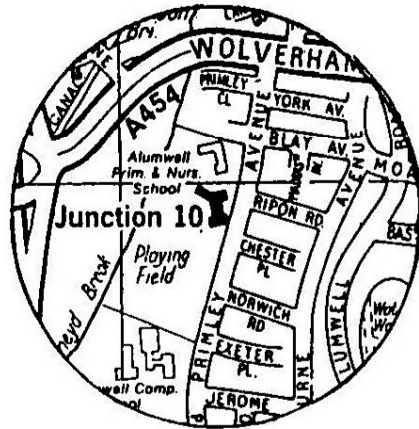
2.00 to 4.30 pm to be held at

ALUMWELL JUNIOR SCHOOL PRIMLEY AVENUE, 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

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for 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.

Letters

Sri Lankan flower

Dear Sir,

I am the proud owner of a 1951 Mayflower, which I purchased from the original owner a few months ago. The car is in excellent mechanical condition in spite of its age.

At present I am in the process attending to the corrosion on the bodywork and a repaint. For your records the chassis is TT5084DL and the engine is TT5142E.

I am in need of four quarter glass rubber mouldings but I understand that this would cost almost half what I paid for the entire vehicle, which was 20,000 rupees which is approximately £250 sterling. plus postage, membership fees etc, plus customs fees this end.

I would nevertheless appreciate the name of a supplier for these beadings.

I refer you to your Club leaflet and Spring issue number 79 and point out that the only Mayflower that is in running condition in this part of Sri Lanka is my car bearing Registration No. CN6205.

There are only two or three Mayflowers in running condition in the whole of Sri Lanka at present, even though there were many cars imported to Sri Lanka

during its day. My car is probably the only one here that is in original condition where even the dashboard meters work.

Anyone with any information for me should contact Mr Rock Gunasinghe at 113 Headcorn Road, Thornton Heath, Surrey CR7 6JS. Tel: 0181-240 0925.

I hope you find the enclosed photograph interesting. It is of the car in the process of restoration at my own Motor Repair Garage/Workshops.

David Todd
13 Wijeyemangalarama Road
Kohuwela, Sri Lanka

[Thank you for bringing us up to date on Sri Lanka. The photo deserves pride of place on the cover even if I only had Hobson's choice to make this month. - Ed]

Workshop manual

Dear Sir,

I have in my possession a factory service manual for the Triumph Mayflower. It is in very good condition and has not been 'greasy thumbbed'. It is obviously a rare item nowadays and I wonder if any of your members would be interested in making an offer for it.

Alan Moses, 170 Greenford Road
Greenford, Middlesex UB6 9AS
Tel: 0181-575-0967

Rally report

by Howard Pryor

Enfield Pageant

We have been unable to secure a club area for this venue for the May Bank Holiday weekend, 24th-26th, but individual members can still apply by contacting Enfield Pageant Committee direct on 0181-367 1898, fax 0181-363 1904. Our informal gathering usually happens on the Monday (26th). Please telephone me for further details if required.

Annual Rally

Sunday 20th July is the day (see separate advertisement). Please note the different type of venue in response to the membership. All the usual activities: barbee; concours; non-concours; plus all the other awards. Book it NOW in your diary as a must.

Southern Rally

New for 1997 (well you boys up north have your northern rally) on Sunday, 22nd June at the old Warden Aerodrome Shuttleworth Collection near Biggleswade off the

A1 and signposted at the appropriate roundabout. This is a joint rally with the Triumph Roadster Club set in idyllic surroundings.

The Shuttleworth Collection is displayed in seven hangers including a workshop displaying restoration and maintenance projects. There are also cars, motorcycles, steam and horse-drawn vehicles to view.

Sedate

A model flying club will be using the runway that day for added entertainment. For the more sedate moments and gardeners among you there is the Swiss Garden for you to visit next door adjacent to the aerodrome with its network of paths that wind their way along avenues, through shrubbery, over bridges, across ponds and under rose arbours. There are buildings, urns and statues and a small thatched Swiss cottage in legend provided for the Swiss mistress of his Lordship, Lord Ongley.

This rally has been organised to comply with your wishes, if you want more to see and do at our rallies then please give your support, it can only get better. Please telephone me for further details or to book in. It would be extremely helpful to get an approximate number wishing to go, if not just turn up on the day at 11 am. See you there.

Happy Mayflowering

MAYFLOWER CLUB BASEBALL HATS

Jade Green with
embroidered logo
£8.00

*Available from the
Spares Secretary*

Wanted

George Butterfield wants to buy a Triumph Mayflower, preferably in the USA but may ship the right car. He would appreciate any USA members phoning him for a chat. Tel: 1-816-836-9371

Summer Visitors

by Susan Sallis

CELIA, my wife and proof-reader, has been recently reading the above novel. She pointed out to me that Chapter 7 starts as follows: . . . 1945 — Clem had never been so happy. His special war work entitled him to one of the new Mayflower cars and he drove the whole family to St Ives as if he were leading a triumphal procession . . .

[We can only conclude that it must have been one of the early models! - Ed.]

FOR SALE

Triumph Mayflower

Black (Immaculate)

**400 miles since totally
rebuilt**

£3,500

Contact:

Peter Dale

28A Lansdowne Avenue

Codsall

Wolverhampton WV8 2EN

Tel: 01902-845817 (Home)

or 01902-865020 (Work)

SECONDHAND SPARES FOR SALE

Chrome Radiator Grille & Badge

Prop Shaft

Passenger Door (no fittings)

Boot Lid

Set Rear Vinyl Seats

Windscreen

Rear Window

Tel: Cambridge

(01223) 573177 (evenings)

No reasonable offer refused



SOUTHERN RALLY

**SUNDAY
JUNE 22nd**

at the

**OLD WARDEN
AERODROME**

Nr Biggleswade, Beds

