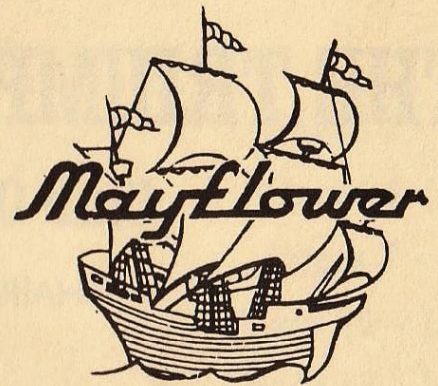
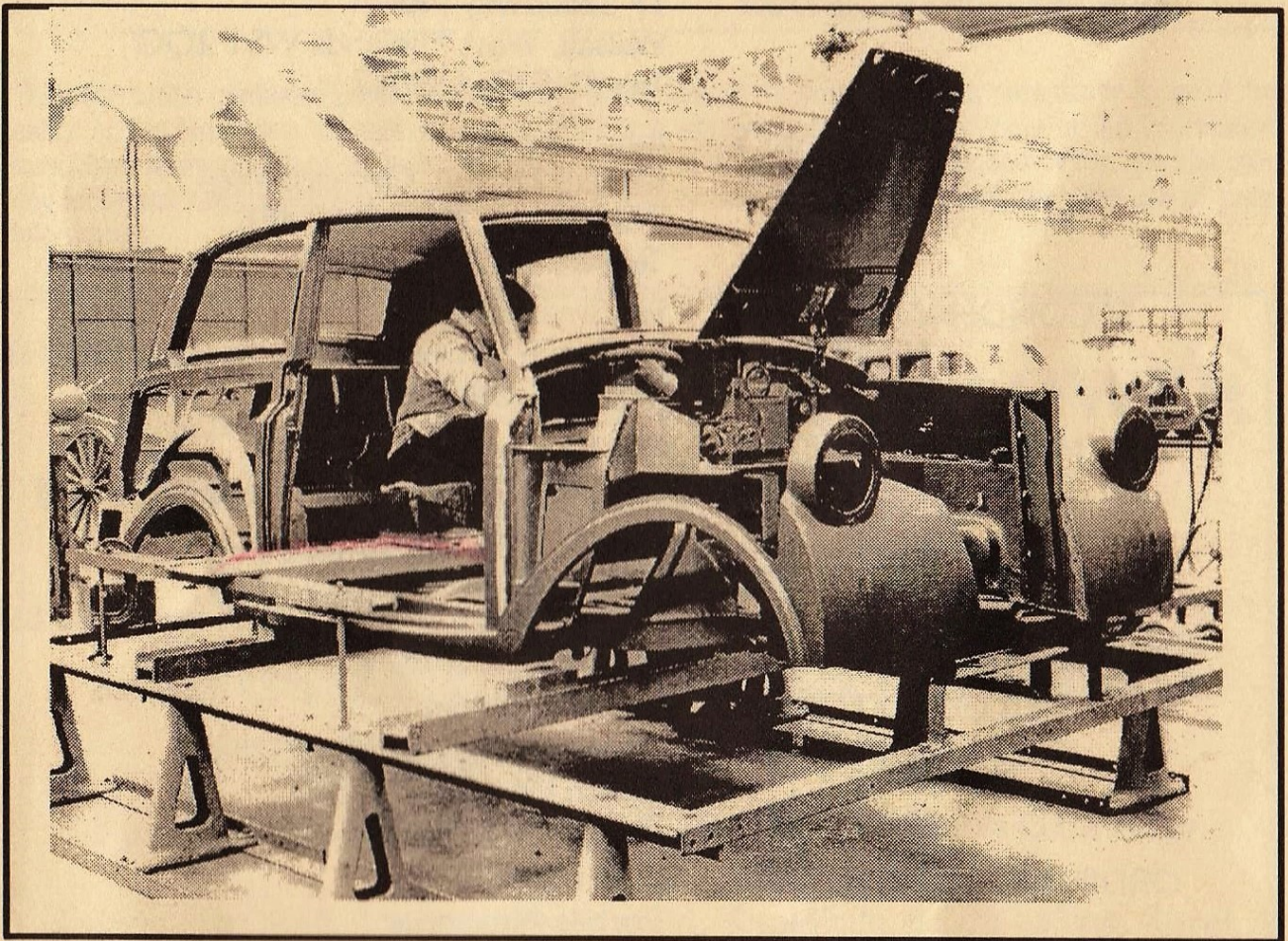


Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 1997 No. 86



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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ORDINARY MEMBER No. 1	John Oglesby
No. 2	Forbes Alexander
No. 3	Martin Bishop
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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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***1998 dates**

THE Annual General Meeting of the Club will take place on Sunday 29th March 1998 at 14:00 at Alumwell Junior School, Walsall, West Midlands. (That's the Sunday after Mother's Day in England so we shouldn't upset the ladies.)

I would like to have been able to include some firm details of the 1998 Annual Rally in this magazine, and to have seen the magazine published before Christmas.

Unfortunately, waiting for news of the rally has delayed the magazine and neither objective seems likely to be fulfilled now. (If you do get your copy before Christmas then John Gogay, our printer, deserves a medal.)

Howard Pryor, the Rally Secretary, writes further on the subject of the rally elsewhere in the magazine, but is unable to confirm the date or venue at present.

Once the date and venue have been confirmed, the Rally Secretary will produce a newsletter giving full details of the annual rally. This newsletter will be sent to all members.

I would like to apologise to everyone about the vagueness of the arrangements on behalf of the Committee, and assure you that

everything is being done to resolve this issue as speedily as possible.

We have now received a formal invitation to attend the Celebration Dinner being held on the evening of Saturday 30th May 1998 that Graham Robson is organising.

John Oaker has already told me that he intends to attend and advises that if anyone else wishes to join him and Mary then they should let the organisers know that they would like to be on the same table when they book. Details are to be found elsewhere in the magazine.

On a final and happier note, I would like to wish everyone the usual Season's Greetings for Christmas and the New Year. I am confident the rally details will be sorted out soon and we can all start planning our Mayflower outings for 1998. I hope to see as many of you as possible at the various rallies I attend.

Late News . . .

John Oaker is negotiating a deal with Footman James that would provide Club members with the opportunity to take advantage of special discount rates for car insurance. We hope to provide more details in the next issue of the magazine.

Thank you to club member Alan Watson (160) who sent me some clean and tidy copies of the first two club newsletters, sent out in 1974. These mean the club now has

good copies of all the newsletters and magazines that we have ever published.

I am also in receipt of a cutting from a *Daily Telegraph* from some time in the 1960s about a communication to and from the Penrith Magistrate's Court.

Mr James Forrest advises the court as follows:

In these few lines I would convey, the deep reproach I feel today.

But after 20 years at large, on British roads without a charge,

I have to recognise the fact, I've contravened the Traffic Act.....

Determined as I drop my pen, that the offence will not occur again.

The Magistrate's clerk replies (enclosing notice of fine etc):

The postman brought your rhyming plea, which duly was read out by me:

The court enjoyed the verse but six pounds fine the magistrate's did fix:

Your licence too I have endorsed, a punishment the Act enforced:

To be enforced on all who speed, excepting cases of rare need;

Your licence now I reassign, and await payment of the fine.

[I wonder if our Courts still have a sense of humour - *Ed.*]

A Mayflower car has been located at the premises of 'Megabug' a VW specialist near Woolwich. It is complete except for missing the bootlid, radiator grille, brake master cylinder.

Offers to Megabug on
0181-317 7333

WANTED

Bonnet Catch, the bit that goes below the bonnet attached to the radiator !

Telephone Richard Davis on 01905 616321 or at 30 Severn Terrace, Worcester WRI 3EH if you can help him out.

Phil Consardine advertised his car at £750 in the last magazine to no avail, as he needs the space urgently, he will now give it away FREE to a good home but would welcome a decent donation to 'Guide Dogs for the Blind' being made.

The car is Dark Green and is an easy restoration, it is a runner with a good engine.

Contact Phil, who lives in the Coventry area, if you can trailer it away - Tel: 01203 503542

*Chairman's Report***Winter Flowering**

ONCE AGAIN another summer of Classic Car motoring has passed leaving lots of pleasant memories to lighten the darker days of winter which are now upon us.

My own last two events of the year were the Hillman Owners Club Rally held at Elvington Air Museum near York in late August, followed by the Selkirk Veteran - Vintage Classic Car Show, in late September in the grounds of Sunderland Hall, Selkirk in the Scottish Borders.

Both were Sunday events and on each occasion the glorious sunny weather contributed in no small way to the enjoyment of all concerned.

I was made most welcome by the Hillman Owners Club where I found a vast array of Hillmans from 1934 to the many popular models produced by the Rootes Group in the 1960s when Minxs and Super Minxs were particularly popular cars.

I was pleasantly surprised to find KSF 804 awarded first prize from the visitors section in spite of competition from an immaculate Morris Minor - perhaps the judges were swayed by the rarity of the appearance of a Mayflower!

Elvington proved a very interesting venue with good catering and plenty of nostalgia from the museum where a Halifax bomber and a Messerschmidt 109 fighter were the star attractions for me.

Lots of photos of aircrew taken when the airfield was operational added a further sombre note.

Selkirk was another successful and enjoyable outing. An early start from North Yorks meant we covered about 120 miles over Carter Bar arriving at Sunderland Hall in mid-morning.

This rally has only been going for five years but has grown from 80 cars in the first year to now well over 600 vehicles. I had arranged to meet Forbes Alexander who duly arrived minus Mayflower - brake cylinder failure had once again reared its ugly head. We had quite a gathering of members as I also met up with John Millar (689) from Carlisle, John Burgess (746) from Berwick on Tweed and Ian Watt (792) from Edinburgh. We all had a wonderful day and thought that in 1998, we could possibly manage a small club stand at this show.

Meeting up with fellow members like this does provide interesting chatter with surprisingly helpful tips often coming to the surface. Forbes and I were surprised to learn that Ford Cortina Mk 2 rear shock absorbers were suitable for the Mayflower while John Burgess

Advertisement

**LOCAL HISTORY
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By Paul Lacey**

Thames Valley - The British Years 1915 - 1920: *the background to the formation of, and the early history of, the development of the 'Thames Valley' Branch of the British Automobile Traction Co. Ltd. The story is set against the difficulties brought about by the First World War, with events of the time brought to life by the first-hand recollections of those who were involved. An important slice of Social History, illustrated with many rare photos. 54 pages, A5 Booklet Format, 30 Halftones, 2 Line Drawings, Route Development Map and Full Fleet List. £2.95 post free.*

A History of the Thames Valley Traction Co. Ltd., 1920 -1930: *this is the definitive history of the first decade in the development of this interesting bus and coach operator. Also included are the activities of 207 other concerns operating within the Company's wide area bounded by (clockwise direction) Basingstoke, Newbury, Oxford Aylesbury, Uxbridge, Staines and Camberley. Also included are full details of the 'Marlow & District company and the routes operated on behalf of 'London General'. 144 pages, Perfect Bound with Full-colour Laminated covers, 135 Halftones, 9 Line Drawings, Full-colour Area and Route Development Map and Full Fleet List. £15.00 post free.*

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All of the above titles are the result of over 25 years extensive research and many hours of personal interviews and correspondence.

Please order from:

**Paul Lacey, 17 Sparrow Close,
Woosehill, Wokingham, Berkshire,
RG41 3HT.**

informed me of a firm that had made two new rear springs for him at quite reasonable cost.

Ian Watt produced an interesting article from a Sunday broadsheet in which readers had nominated under "Parade of the Poorest" their worst car in the world! The car most mentioned turned out to be the Austin Allegro with the East German Trabant a close rival.

However we all enjoyed reading a letter from David Stucky of Ormskirk, Lancs who you'll never guess . . . nominated our model as the worst car yet. I quote:

"While it may have been plain sailing for the Pilgrims, for us a Mayflower voyage meant towels and lots of patience as water seeped through the quarter light, around the windscreen and in the boot; the heater was very hit and miss

Triumph Mayflower for restoration

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01993 811642 for more details

1951 Mayflower rolling shell for sale

All welding done, 2 engines, 2 gearboxes, various panels - bonnets, doors, grills, mechanical parts, instruments
£350 or very near offers to:

Kevin Beavis at J & K Motors
Unit 1 Fordacre, Horsemere Green Lane, Chyming
Littlehampton, Sussex
Tel: 01903 717303 or 01903 731184

(the controls and dials were ivory white, like piano keys, which did not add to its street cred.) and the engine was woefully underpowered to propel the car at any respectable speed up even the simplest hill."

Fortunately there are some of us who are prepared to live with these failings!

In the meantime members will be pleased to learn that plans for next years Rally are close to being finalised, 1998 is the 75th year of the Triumph marque.

I'm sure you would all wish to pay credit to our editor, Phil Benson, on the excellent job he does. Please keep sending in material - the more he receives the easier his task becomes.

Best wishes to all Mayflower owners and families for a Happy Christmas and New Year.

'The Mighty Mayflower'

by Roy Bramley, Canterbury

THE Triumph Mayflower pictured first came to the attention of Canterbury Banger driver Roy Bramley in January 1997. His employers, Ling Metals (a scrap yard off Parham Road, Canterbury) had been contacted to collect a scrap car, free of charge, from a site in the Thanet/Ramsgate area.

On collection, the Mayflower was mechanically intact, bodywork sound but paintwork dull and in places stripped. All chrome and external trim including the lights and bumpers had already been

removed as had most of the interior including carpets and the rear/drivers seats. Only the badly ripped front seat on the passenger side remained in what appeared to have been either a donor car for a restoration project or an abandoned project in itself.

From the outset, the car was parked at the front of the yard with other more complete and potentially roadworthy cars and a price tag of £300 applied.

As the weeks passed by and with no firm interest in the car, the instruction was given by the yard owners, during April, to put the car 'in the tin', ie the crusher.

Scrap metal weighs the same whatever it's form, prompting agreement to allow removal to the



home of Roy Bramley for the preparation and use as a Banger and one last day of glory.

Completion for the annual 'Pre '70' Classics' event at Mildenhall stadium on Saturday May 31 was the target and work commenced more or less immediately on stripping out all remaining interior, glass, wiring etc.

Those spares that were reusable were retained and have subsequently been offered for sale.

For a vehicle of its age and recent history, the Mayflower shell was in excellent condition. The chassis and suspension mountings were sound, the floor pans as new and all panels in reasonable condition.

The reconditioned 1247cc engine and gearbox were removed and replaced by a Ford 1600 cross flow unit to improve both performance and durability on track. Likewise the front axle was removed and a Bedford van equivalent (again secured out of the Ling Metals yard) was grafted onto the chassis. As well as durability, this also enabled Roy to secure a further front axle for use as a spare for replacement/repairs if required in the course of the meeting.

A Ford Granada seat was cut down and fitted accompanied by a Granada steering wheel to complete the build project. After painting and the attentions of signwriter Ivan Latham, the car

was ready to go before the public. No record was kept of the total man hours spent in getting the car this far.

Not surprisingly, the car attracted a considerable crowd on arrival at the Stadium. Even amongst over 60 other pre 1970 vehicles there that day, the Mayflower stood out both as the oldest competing car and also the rarest of those seen at Banger racing venues. (Incidentally, the last previous Mayflower to have been raced is believed to have been that of Keith Reynolds across the figure of eight circuit (!) at the now defunct Aldershot Stadium in 1990).

Short lived

After the presentation parade of 'smart cars', two qualifying heats followed before the arrival on track of the Mayflower for Heat 3.

Actual participation in this 12 lap event was somewhat short lived, the demolition of an early Hillman Avenger causing a small piece of sound proofing to drop into the carburettor chamber.

Thinking that the Ford lump was in terminal decline, Roy retired the car to the infield.

Back in the pits and with the bonnet removed, the cause was quickly identified and within a half an hour the Mayflower entered the arena again for the Consolation heat. On lap two, the Mayflower was spun in traffic into the wrong

direction and shortly afterwards delivered a ground shaking head on to an A60 Farina, the rear wheels of both cars lifting off the ground on impact.

In the ensuing chaos, the steering wheel was damaged and half a lap in the wrong direction later, the Mayflower was rolled over onto its side, whilst motionless, by a glancing blow from a MkII Triumph.

Bounced back

With the race still proceeding, Roy managed, still in the drivers seat, to slowly start to rock the Mayflower, receiving the largest cheer of the night from the assembled crowd as she eventually bounced back onto all fours. The damage caused, however, forced Roy to abandon ship and look forward to the end of meeting 'all comers' event.

With five colleagues assisting in stripping the spare front axle and effecting running repairs and with the lorry mounted hydraulic crane pulling out the damaged chassis

rails to free off the steering box, the Mayflower once again joined the fray.

This unfortunately ended all too quickly when yellow flags were shown to slow the event for an injured driver. Roy, blissfully unaware of the flags, took evasive action of the slowing cars and collided with a stationery car just off the racing line, bringing to an end his evenings racing.

Whilst many disapprove of the antics of the Banger racing fraternity, the Mayflower had been made available for sale, no interest was shown and the car would otherwise have disappeared several weeks earlier without trace. Through the efforts of Roy and his assembled helpers, a large crowd were treated to an evenings entertainment and at the end of it all, the serviceable spares were salvaged and remain for sale to anyone seriously interested.

[Tel: 01227 780102 if interested in the engine, gearbox, front suspension, glass or the interior from this 'de-flowered' Flower.]

1951 Triumph Mayflower

Restored 10 years ago following full bare metal respray and full rechrome. MoT and Taxed, lots of spares, tyres, wheels, engine, gearbox, radiator, etc, etc

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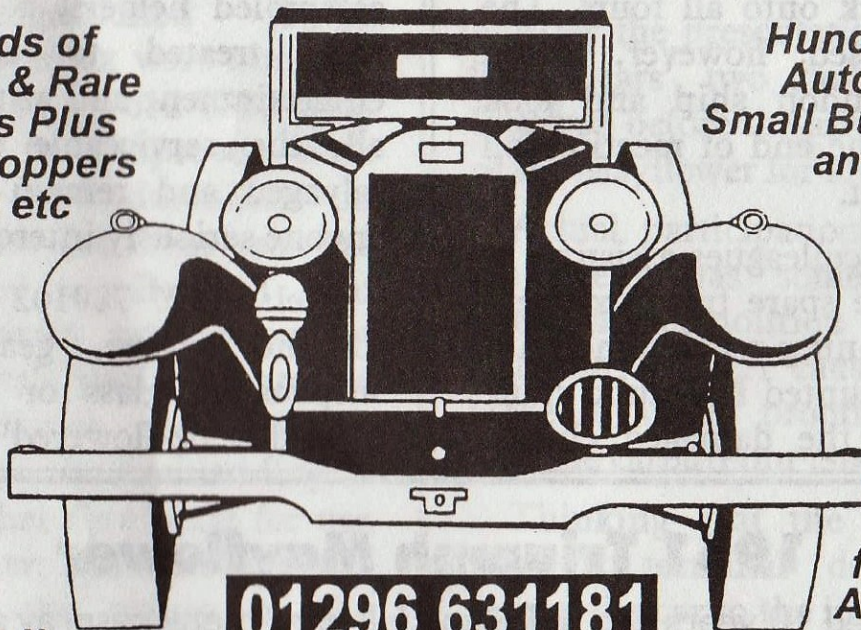
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Baby seat

by Phil Benson

THIS STORY begins at the Ardingly Vehicle show which I attended on the July 12.

The first photograph shows my car JBD 807 next to Bob Collin's FJA 953. The weather was lovely that weekend and I got more than a bit pink wandering up and down looking at everything.

There is a great mixture of vehicles at this show, from the romantic steamers to the more mundane 70s cars with plenty of commercials, coaches and buses thrown in.

Autojumble

It is also a show that attracts large numbers of commercial stall holders and yet has a good autojumble section. Whilst

MAYFLOWER FOR SALE

The car is garaged and
the owner has begun
to restore it

ALL THE CHROME IS
THERE AND HAS
BEEN RESTORED

WHAT OFFERS

The car needs to be sold
quickly and is much too
good to scrap

Contact **W. H. Woodland**
2 Paterson Place
Shepshed, Leics
Tel: 01509 502561



Ardingly Show July 12 1997

searching the autojumble I came across what I was searching for, a set of new 60s non-retractable seat belts, just £10 for the pair. I had in mind to fit these to the back seat of my flower so that Celia and Andrew could travel to shows more safely.

I made this a priority task the following weekend, and only needed to drill three small holes in the rear bulkhead and fit large backing plates in the boot. About an hours work in all.

The later photograph shows us getting ready to set off on August 3 to go to the Lingfield Car Show. This too was blessed with weather, damp this time, but we all had a good day out together and look forward to more days out next year.

OFFERS FOR BLACK MAYFLOWER

Grey interior
Garaged since 1971
YMT 44

Phone Mrs Pearsall
01297 553818
Axminster, Devon

Perhaps some might say this is not a period accessory. To this I say, this is not 1953. Had seat belts been thought of back in 1953, they would have been fitted then, as now.



Tony or Jeremy

by Howard Pryor

TO FURTHER inter-club relations between the pre-1940s, Razoredges, Roadsters, and Mayflowers a couple of Rallies were organised first at Ascot (The Grand London Autojumble) and then at Sandown Park (The All Triumph Show).

The line-up at Sandown was an 1800 black Roadster, my black Mayflower, Chris Hewitt's green Renown and a green 2000 Roadster.

The display of the four cars, enhanced by regalia, looked extremely attractive and as the show was all Triumph it was even better (see *Triumph World* page 7 with your magnifying glass).

Next to us was *Triumph World* whose editor Tony Beadle actively pedals his magazine at these shows whilst looking for more stories. I talked to Tony for some time about Triumphs and then Mayflowers. He disclosed that he was doing a story on the sectional Mayflower and was waiting for information to arrive from America. I informed him our club Historian, Steve Coulman, could probably help in his search and he said that he had already spoken to him.

We continued talking, he asked "Had we a convertible in the club

"I said 'no' but I have a photocopy brochure," and gave it to him (I was feeling generous by now and warming to him), after all you must have seen all the criticism we have been getting in his magazine.

Well then it came! The bombshell, he said "Do you know I have always liked the Mayflower and I would like to buy one, can you arrange for me to have a magazine to know what the club is up to and may be look at the Ads."

Well I did arrange for him to have a magazine, but I am not sure if you should look for me on the next series of "*You've Been Framed*". If I'm not on it then I hope that the Mr Beadle who may ring you up to buy your car, if you are selling it, is a Jeremy Beadle "No!" I mean a Tony Beadle, oh you make up your own mind.

Rallies

As the 1997 Rally Season slowly fades away and the 1998 Season approaches fast, I was hoping to report to you in this magazine next year's combined Rally plans with the Pre-1940s Triumphs, the Razoredges and the Roadsters, but as yet plans and venues have not yet been finalised although talks are well advanced.

It appears from the last two issues of *Triumph World* magazine that the Triumph Mayflower Club Committee is ignoring the calls of Graham Robson and the TR

Register to co-operate in the 1998 75th Celebration of Triumph Cars.

As Rally Secretary I personally have not had any communication of any meeting, and after telephoning a number of other committee members it appears that neither have they.

I can only assume the contact address to which our invitations have been sent is wrong, or, the invitations are fictitious. I would like to think the latter improbable. Having been contacted by a TR Register representative recently, I now believe that we will receive the information in good time.

Gaydon — May 31 1998

The major Triumph rally for which all the discussions have been held. We as a Club will give all the support we can, please fix this date in your diary it is not yet known whether we will support this Rally as a Club or as individuals we hope

to give you this information after the meeting in February which I and other members of the Committee will be attending, if anyone wishes to attend please call me for details (0181-440 8623).

Our National Rally is advertised in *Triumph World* as June 13/14 venue to be confirmed. This is not official or confirmed and no such date has been fixed.

A venue under serious consideration is Kimbolton Castle in Cambridgeshire just off the A1 on Sunday July 19 this is an established event organised by the Tilbrook Country Fayre and Sporting Bears with all proceeds from the rally going towards Children's Charities. If you have any serious ideas for venues please contact me, further news will be sent to you as soon as it is decided.

Merry Christmas and Happy New Year to you and your Families. See you in 1998.

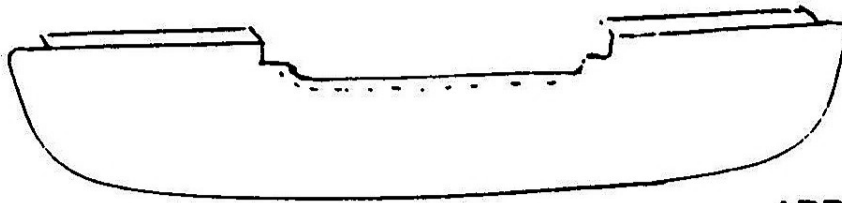


Classic Car Sills

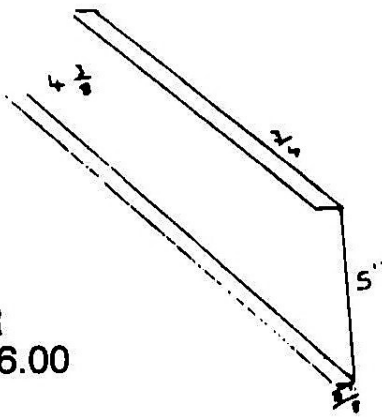
Parts for the Triumph Mayflower



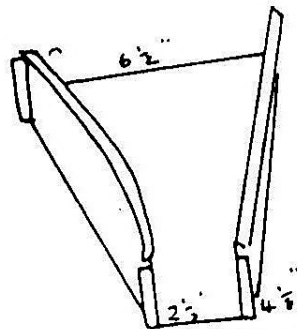
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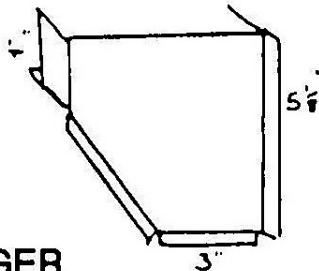
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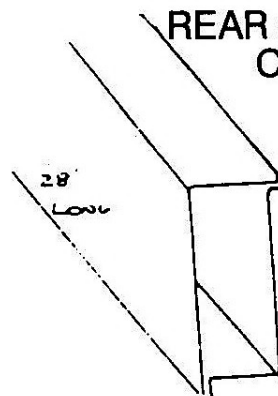
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Tool Roll

by Steve Coulman, Club Historian

IN CONVERSATION with members, and others, the correct position of where the tool roll should be stored has arisen on more than one occasion. I've read in one road test that it should be placed under the driver's seat, I've listened to people who say it should be strapped on top of the jack or left loose in the boot (trunk). Time for an investigation!

The Museum of British Road Transport, Coventry granted me access to the personal papers of Walter Belgrove. Barry Collins, Archive Assistant, was most helpful in what must have been a tedious exercise for him. In most peoples eyes a Triumph is a TR7 or a Stag, not a Mayflower!

After much searching I came across the following references to the position of the tool roll:

Summary of the meeting(s) held in Mr Grinham's office —

8/1/51

25. Housing of tool kit in boot lid

Unfortunately that is all the minutes referred to. No other clues or explanation.

19/2/51

10. Mayflower: Housing of tool kit to be investigated.

Once again no further assistance. Had they tried placing the tool roll

in the lid itself or tried some retaining straps? No clues here.

28/2/51

8. Mayflower tool kit position finalised.

Where??? No reference made to the decided location!

As the minutes of each of the meetings above were quite long (though brief in relation to each item), typed on a mechanical typewriter and the copy I saw was made from the carbon paper impression, I suppose I should be grateful for the existence of anything at all.

At this time I know that every penny counted at Triumph (the copies of meetings in my possession show this time and time again) and so I assumed that the tool roll was not given a specific preparatory fitting or place.

Letter

Following a letter to the *Coventry Evening Telegraph* I was contacted by George Jeary who was the Head Electrical and Mechanical Instructor at the Triumph apprentices school during the time of Mayflower production. His father's 'Flower was one of the first off the track and so I felt that he should be able to solve the mystery.

George told me "Tools were easy to steal and kept going missing so it was decided not to put the tool roll in the cars until they left the factory. One of the very last jobs was to put the spare wheel in place

under the rear of the body. The tool roll was placed on top of the spare wheel to stop thefts. After delivery it was up to the customer to put the tool kit where they wanted. Most people placed it under the strap holding down the jack under the bonnet. “

So there you have it. It would appear that there is no ‘official’ place to put the tool roll, that is unless you know different.

Please let me know. Has anyone got an original and complete tool roll, and if so could I have details and a photograph of it for the benefit of my book and other members?

SPARE PARTS

I was wondering if anyone would be interested in my spare parts. I have an engine, gearbox, rear axle, suspension and numerous other bits. If anyone would make an offer for the whole lot or certain items it would be appreciated.

Peter Dale
28a Lansdowne Avenue
Codsall, Wolverhampton
WV8 2EN

CLASSIC NOTICEBOARD

We are a group of enthusiasts looking for material to launch a new independent monthly magazine celebrating 100 years of the internal combustion engine in all its shapes and forms. All aspects of engine development will be discussed. We would like to cover rare and unusual projects, together with a closer look at some of the more common mass-produced engines which have left their mark down the years. Perhaps some of your club members may be able to help with ideas, photographs or articles. Full recognition will be guaranteed and payment will be negotiable. Articles can be of any length as long as they are well-researched, technically accurate and written in a style which is immediately accessible to the intelligent lay reader. All items should include illustrations (photographs, drawings or diagrams). Interesting photographs of engines or vehicles will also be welcomed. Members should include a stamped addressed envelope if they require their material to be returned.

PO Box 39, Brackley, Northampton NN13 5BR
Fax: 01280 704195

Letters . . .

Core plugs

Dear Phil,

Recently, when ordering parts from John Gogay, I asked if he could supply core plugs for my Mayflower as I am having great difficulty obtaining same. He stocks the large ones but couldn't help with the four small ones that go along under the manifold, and suggested that I contact you in the hope that you might be able to place a request in the next issue of *Flower Power* for anybody who might know where such items can be obtained. They are small ones, approximately 7/8ths of an inch across, and I need four. Can anyone help?

Frank Webber (784)
Leigh on Sea, Essex
Tel: (01702) 511067

[I suggested he try Gosnay's Engineering. I think they are the same as a Mini uses. Does anybody have more specific information? Ed.]

Mallory Park

Dear Phil,

Further to my correspondence of July 28 regarding the event on September 21 organised by the National Ankylosing Spondylitis Society at Mallory Park Racing Circuit, as it was too late to announce the event in *Flower Power*, I telephoned a few members I considered lived relatively close to the venue.

Obviously, at such short notice, some had plans already but as can be seen from the photograph, five members attended.

Jim Bunting (No. 824) whose car is not on the road at present; Doug Smith (No. 749) who does not own

*Mallory Park*

a car; myself (No. 789) NLM 888 (not parked with the other two); Jim Poole (No. 743) LFG 805; and Ken Johnson (No. 699) XMG 7.

Raise funds

The event is organised to raise funds for the Society which treats sufferers of this rheumatic disease which affects mainly the spine. The day was fine and there was an array of classic vehicles, American cars and trucks, tractors, farming equipment and scale models of steam engines.

Other attractions included timber snagging and ferret racing together with the usual side stalls and refreshments.

Unfortunately a motor cycle and outfit race meeting was taking place so we could not drive around the circuit as 'Petal' had last year.

I hope to have the date for next years event in time to advise members in *Flower Power*, and anyone interested can come along.

Tony Thorpe (789)
Burton upon Trent,
Staffordshire

Renewal

Dear John Oaker,

Please find a draft for renewal of 1997 subscription plus renewal for 1998, total £52. I apologise for the delay but was unaware of the correct renewal procedures due to the fact that a friend whilst visiting

England gave my particulars to the Club.

This is extremely expensive. May I suggest that if overseas members renew in advance for two years at a time their fees could be reduced since you would have only one bank cost.

With regards to spare parts could you give me an indication of the sale price of a Triumph Mayflower grille?

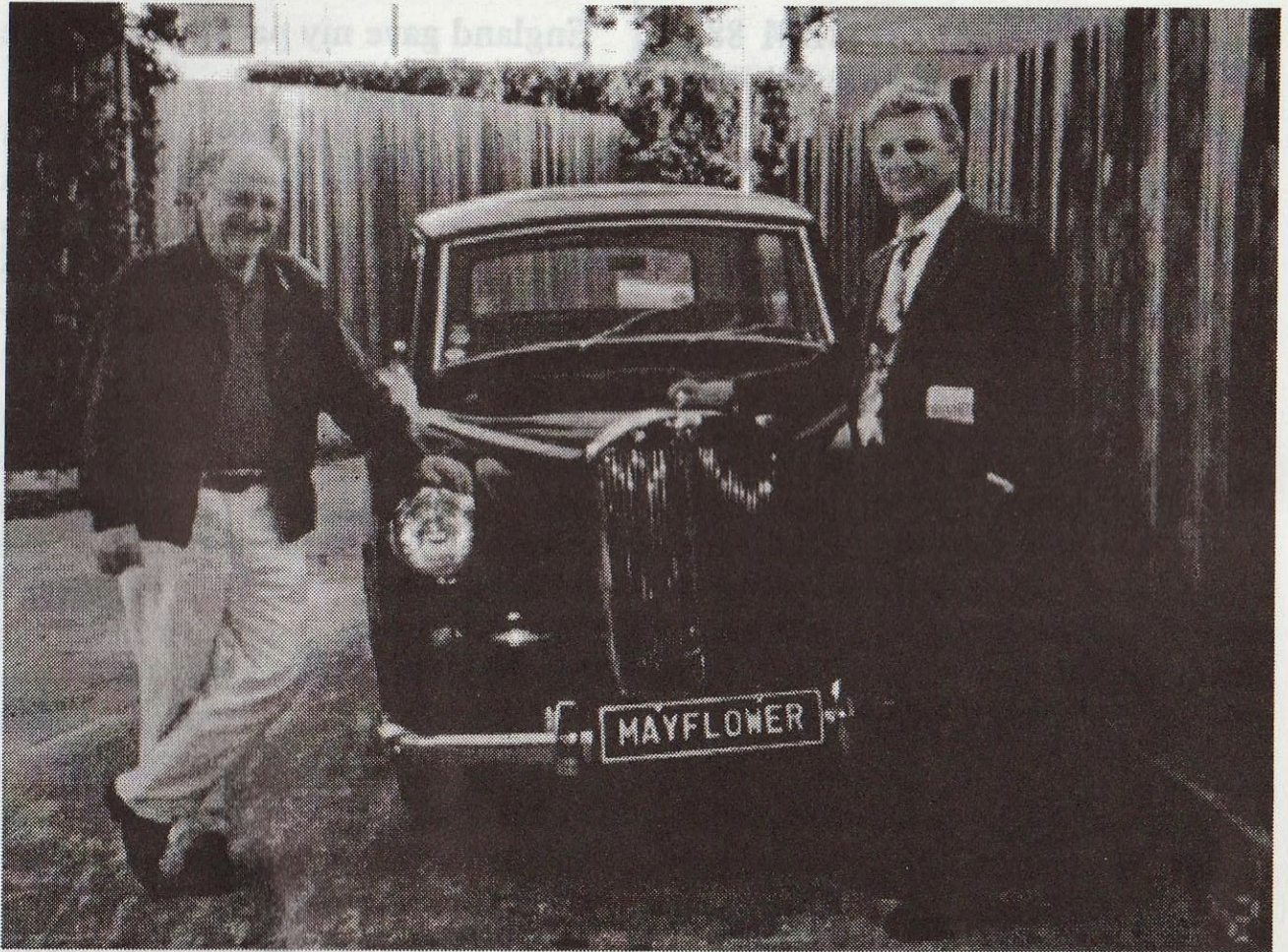
USA trip

Recently my wife and I visited the USA and before travelling we checked the club magazine for other Mayflower owners. As our first stop was in San Francisco we wrote to Peter Panagotacos, member 644. We visited him and saw his collection of vehicles which he would have a great deal of difficulty driving around in the "hills" of San Francisco.

He is a dedicated Mayflower man and has the same disease as I have, in that he is addicted to Mayflowers (he has seven). It was incredible that the love of a particular vehicle brought two men with the names of Peter and surnames beginning with P together.

Enclosed is a photo you might like to publish in the magazine.

I have owned Mayflowers on and off since 1957 having bought my original vehicle from my Managers wife who used it as a shopping car.



Peter Peters (left) and Peter Panagotacos

I courted my wife in my silver Mayflower and we went on our honeymoon to Queensland in it, taking of course a spare head gasket. We had married in February which in Australia is still summer.

On the return journey we overheated and cracked the head gasket. We coasted into a service station and casually asked could we do a little repair work there. In no time the car was ready to go, much to the astonishment of the proprietor.

We owned the same Mayflower until our children started arriving (five including twins) and we

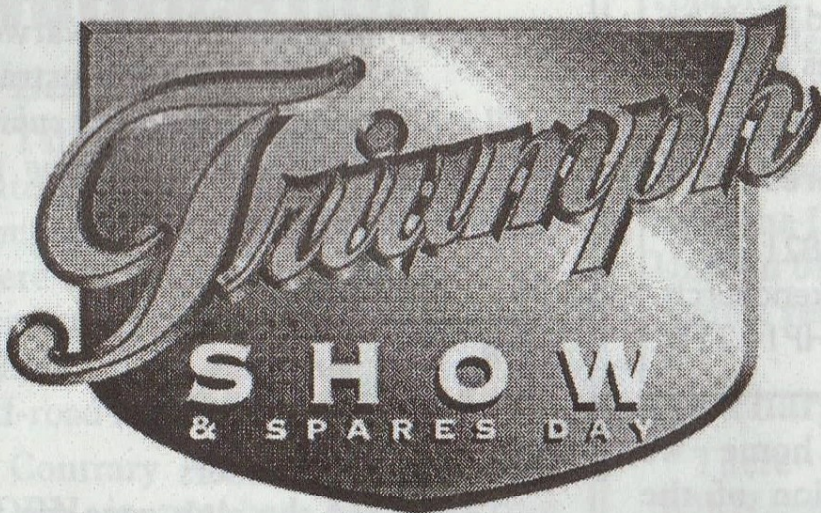
required a larger vehicle.; We sold our darling car to a friend.

Many years later when the children all had their own cars and we were back to only needing a small car I again thought of acquiring another Mayflower.

Good home

There had been one in a sale yard for several months and I knew I could give it a good home. However when my wife and I went to look at it for A\$800 (1983) it was in need of an enormous amount of work and we decided to have second thoughts about it.

VINTAGE & CLASSIC EVENTS



**ADVANCE
TICKETS**
£4
PER TICKET
SAVE £1
£5 EACH ON THE DAY

NATIONAL AGRICULTURAL CENTRE
EXHIBITION HALLS
STONELEIGH, NR.COVENTRY, WARWICKSHIRE

The 4th Show and Spares Day promises to be the biggest and best show ever, catering for Triumphs of all years and models. With over 6000 estimated visitors from the UK and abroad, it makes this an event NOT to be missed...

AN ENTHUSIASTS DELIGHT

An EXTRA 25,000 SQ FT of Trade and Autojumble Stands, specialists, amateurs and professionals - all are welcome and will be offering a massive choice of spares and accessories. It's the BEST PLACE to find those elusive parts you may never see elsewhere.

CLUB DISPLAYS

AS THE 75th ANNIVERSARY OF TRIUMPH, all the major Triumph clubs will be mounting special interest displays - ideal to give you the inspiration to complete that restoration, or simply just observe and enjoy.

TRIUMPH ONLY CAR PARK

Join the fun - display your pride and joy - whatever its condition - in a special Triumph Car Park. The first 500 Triumphs to arrive will be given a commemorative plaque. You could also win a pride of ownership prize!

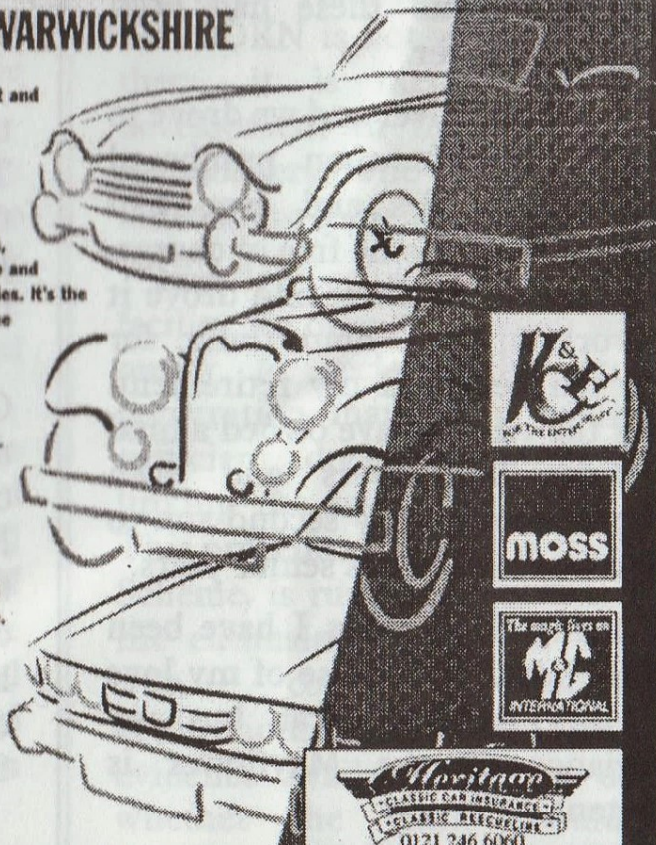
BUYING OR SELLING A TRIUMPH?

This is the ideal venue, where you will find thousands of like-minded enthusiasts. RING TO BOOK YOUR CAR IN.

Closing date for advance tickets 1st February 1998

ADVANCE TICKET CREDIT CARD HOTLINE **STAND & CLUB INFORMATION HOTLINE**
0121 733 2123 **0121 745 5256**
o p e n 9 a m - 8 p m

Access/Visa & Delta only - sorry no Switch!



SHOW SPONSORS AS ABOVE

1953 Mayflower

Black with Beige interior

The car has been off the road many years but is complete and could be used for restoration or as a spares donor car

Any offers considered

John Bishop 01494 482153
3 Chalk Farm Road, Stokenchurch
High Wycombe, Bucks HP14 3TB

When we arrived home we looked in the car section of the *Sydney Morning Herald* and there it was. Two Mayflowers for A\$400 to good home and these had been kept under cover.

So fate took over and we drove to Manly that afternoon purchased the two vehicles and even had them trailered home free of charge. I restored one vehicle and drove it to work in peak hour traffic for over ten years till my retirement. Over the years I have owned a total of four Mayflowers and even restored one for my second son to drive to school in his senior years.

During those years I have been gently joked at because of my love for this particular car but my allegiance to the Mayflower is constant.

We are hoping to come to your shores in the future and will definitely contact the club members for some interesting

conversations. Of course if anyone is coming to the good old Oz please contact us and we will give you any help or advice we can.

Kind regards,
Peter and Kay Peters
38 Western Avenue, Narwee,
NSW 2209, Australia

[I'll raise your suggestion about subs at the AGM in March ... wearing my Treasurer's hat of course - Phil]

Thank you

Dear Fellow Members

The award the club gave me for securing the quarter light rubbers was totally unexpected, but very much appreciated.

While working on Flower I had the good fortune of discovering the Triumph Mayflower Club. Since that time I have corresponded with John Gogay and feel that a fine friendship has developed.

Arkansas has a fine British Motor Car Club and I am proud to say that "Flower" is the pride and joy of the club each time we meet. On November 29 Flower was asked to be the get away car for the wedding of some close friends and as an honour had a police escort up and down the main street of Hot Springs.

Again, I wish to say thank you to the Mayflower Club for the very attractive trophy and happy motoring.

Sincerely, Leland Felix

Statutory Off-road Notification

Dear Editor

Talking to people at the International Classic Car Show a couple of weeks ago, many of them were concerned about the forthcoming change in the law which will introduce statutory off-road notification (SORN).

Contrary to some rumours, SORN is not bad news for the classic vehicle owner. Off-road vehicles, in which I include restored, partially restored and boxes of bits, do not need to be notified.

SORN declarations will only need to be made on vehicles where a licence is in force on or after January 31 1998 if they are subsequently taken off the road unlicensed.

Anyone who lets a vehicle licence lapse or sends one in for a refund after February 1 1998 will be required to make a SORN declaration. This can be done using the vehicle licence renewal reminder (form V11) or refund application (form V14) — notes on the form will explain what to do.

SORN declarations will need to be made every 12 months if the vehicle is to be kept off the road. DVLA will send a reminder each

year. When the vehicle is to be brought back on to the road, it can be licensed at the post office in the usual way.

Anyone who buys a vehicle, complete or in parts, on which a SORN declaration has been made by the previous keeper should make a SORN declaration on a new form (V890) which will be available from the DVLA Customer Enquiry Unit on 01792 772134 or from your nearest vehicle registration office.

No charge

There will be no charge for SORN declarations, or for bringing vehicles back on the road.

I hope your members will see that SORN is not going to burden them, it is merely the latest development in the fight against tax dodgers, who are responsible for evading some £172m each year.

Finally, a reminder of the facility we offer the classic vehicle owner to reclaim the original registration mark of a vehicle if sufficient documentary evidence linking the two can be provided. This procedure, known as the V765 Scheme, is run in association with the enthusiasts' clubs on our list who consider individual applications and, based on the evidence available, advise us on whether the mark should be reassigned. Since the scheme's inception in 1990, over 15,000 vehicles have been reunited with their original registration marks.

75th anniversary of Triumph

Dear John (Oaker)

As you already know, next year sees the 75th anniversary of the birth of Triumph cars. The British Motor Industry Heritage Trust is planning a big celebration of this at the Heritage Motor Centre at Gaydon on the weekend May 30/31 1998.

I have agreed to organise a big Celebration Dinner in the Heritage Banqueting Suite at Gaydon on the evening of Saturday May 30 1998. It should be packed with Triumph club enthusiasts, past employees, and other personalities.

I am delighted to tell you that Stuart Turner (one-time Triumph co-driver, and competitions manager of both BMC and Ford), who is one of the world's best after-dinner speakers, has already agreed to be the guest speaker, so this looks like being a unique occasion.

Among the other guests, we are hoping to assemble distinguished Triumph technical chiefs like Harry Webster and Spen King, and maybe other Triumph motorsport personalities.

As you can see, it promises to be a massive and enjoyable occasion, and I am sending you an advance

booking leaflet herewith. I hope you will publish this in the next issue of your magazine, and I look forward to receiving bookings from you and your club members.

Yours sincerely,
Graham Robson

[Format for the evening is: Pre-dinner drinks 7.30 pm; Dinner 8.00 pm; Guest speakers, Finale — an entertainment, outdoors 10.30 pm. Cost is £25 per person, which includes free entry for car and occupants to the grounds of the Heritage Motor Centre before the Dinner itself. To reserve your place for this very special occasion, please complete the booking form (available from John Oaker) and return it, with your cheque, payable to P. R. Robson.]

Manuals

Dear Mr Gogay

I am selling all my spare books collected over many years. Two such books are; Triumph Mayflower Body and Underframe Repair Manual *and* Triumph Mayflower Service Instruction Book 1st issue.

Both are in excellent condition. I am open to offers. I would swap for something related to Roesch Talbots but I guess they are more rare than Mayflowers.

J. Young
(01423 506275) Garden Flat
4 West Cliffe Grove
Harrogate, N. Yorks HG2 0PL



**Christmas Greetings
and Best Wishes for the
New Year
from the Club Committee**

