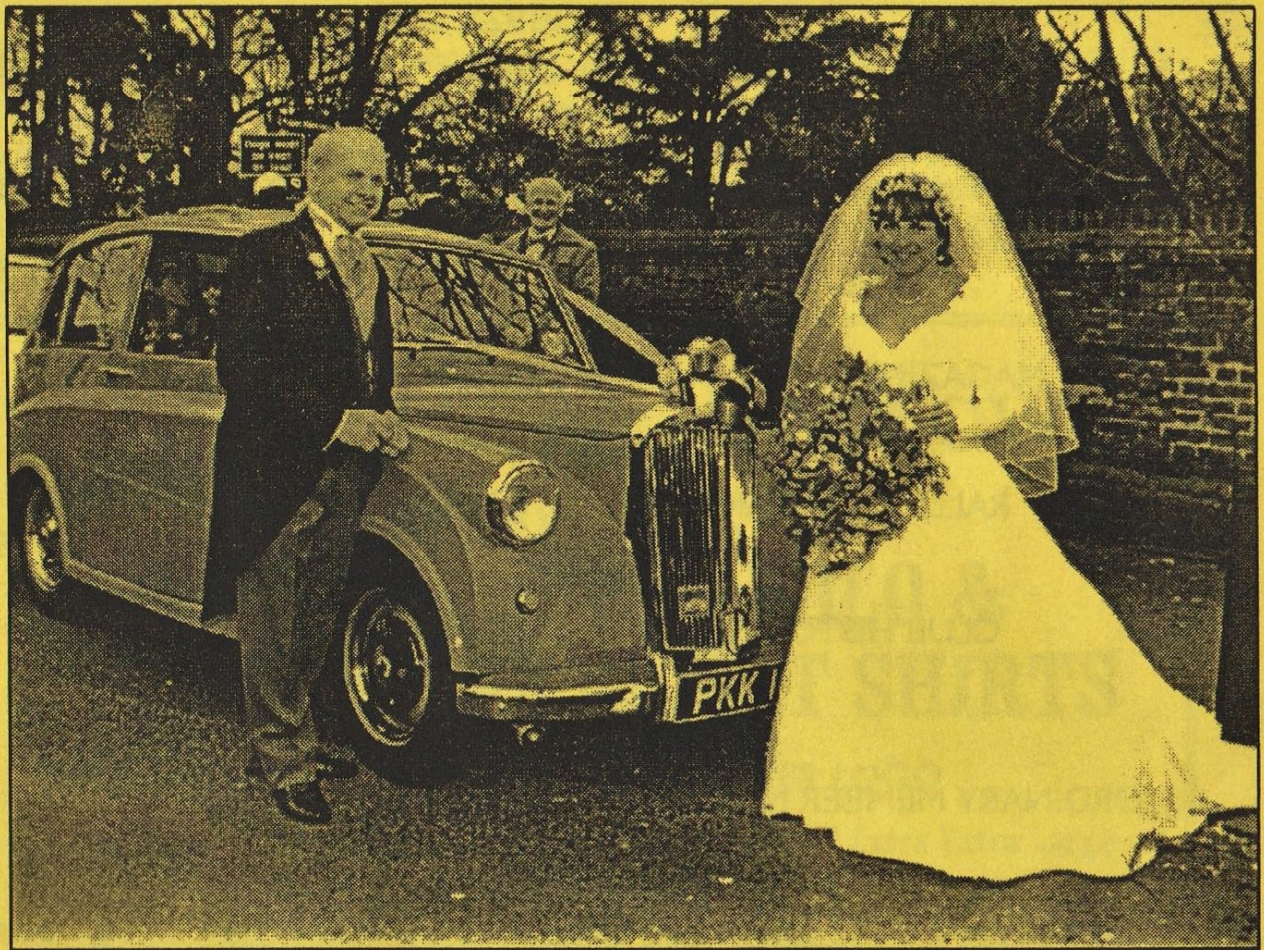


Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 1998 No. 88



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1998-99

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GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042
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CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061
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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Cover: Spares Secretary John Gogay and his daughter, Lisa, at her recent wedding

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Editorial

Getting in the rally mood

by *Phil Benson*

I'M HAVING a good summer so far — only the weather in the last few weeks has spoiled things. I took JBD for the annual MoT test towards the middle of May and she sailed through yet again.

However, I was told that the chassis is rusting a bit towards the back so I must get on with the other one so that JBD can take a turn at restoration again.

We've done just over 300 miles since the MoT, going to Enfield Show on Bank Holiday Monday and visiting friends and relatives down on the South Coast on two other weekends.

The seat belt for Andrew's baby seat is a real boon. It's very nice to know he's both safe and comfortable. He sleeps quite a bit on our trips out, but really enjoys the view when he's awake because his seat is so much higher up in the Mayflower than in a modern car.

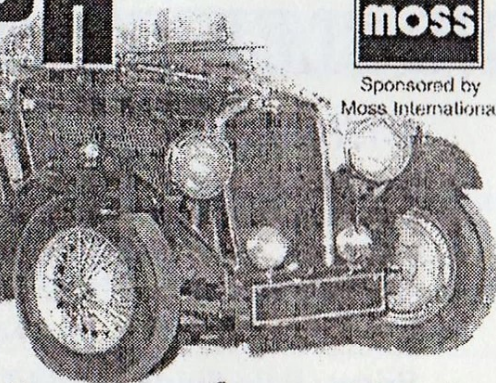
I went up to Gaydon for the 75th Anniversary rally with my neighbour in his Stag. Very nice with the top down, until it started to drizzle. We had a really good day out, and it was wonderful to see how many Mayflowers turned out.

Eleven from such a small club as ours is a huge achievement, and shows the enthusiasm we share for both Mayflowers in particular and Triumphs in general. Lets keep up the momentum, and see lots of you at Kimbolton. JBD will be there, probably awardless as usual, but no less proud to be there !

TRIUMPH WORLD PICNIC



Sponsored by
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Sunday 13th September 1998

**Chiltern Open Air Museum, Newland Park,
Gorelands Lane, Chalfont St Giles, Bucks**

Chairman's report

OUR AGM took place on the 29th March, and as usual our venue was the Alumwell Junior School, Walsall. Many thanks once again to John Oaker for the use of his school premises and for the tea and cakes he manages to provide.

Most of the meeting was concerned with the arrangements of the 75th Triumph Anniversary gathering at the Heritage Motoring Centre, Gaydon and the part our club would be playing on that weekend.

As one of the smaller clubs we are always grateful to John for the AGM arrangements which help in

no small way to keep the club's running expenses at as low a level as possible.

With only approximately 150 members prompt renewals of membership also helps — we are also sorry to lose the odd member each year, particularly when no explanation is offered. Once again I would appeal for some input to our Editor explaining your views, constructive or otherwise as the case might be, and also do send in some details of the rallies you have attended, or the work you have done, or have had done to your car during the year.

It was noted with regret that John Oglesby had resigned his membership of the club owing to his many other commitments. John has been a Club member for



Line up of Mayflowers at Gaydon



More Mayflowers at Gaydon

about 15 years and I would like to pay tribute to the work he has done, particularly in the leaner years we were experiencing during the late 1980s and the Club has been grateful for the Concours trophy presented by the Oglesby family over the years.

John and his family will always be welcome at future Club meetings and we would like to extend not only our thanks to him but also offer our good wishes to his future (family) ventures.

During the winter months John Oaker and myself have attended two informal meetings at Gaydon to ensure that the TMC would be involved in the 75th celebrations.

This last weekend saw the results of the coordinated efforts of all the Triumph clubs in a unique

and possibly never to be repeated gathering of so many Triumph models.

Setting off early on Friday morning from North Yorkshire in pouring rain, with an uncertain weather forecast, I really thought the success of the celebration weekend might be in jeopardy.

However the weather cleared up for Saturday and enabled Sue and I to spend an interesting morning exploring the town of Warwick followed by a visit to Charlecore Park in the afternoon, before attending the evening Gala Dinner.

Sunday morning started with rain once again giving rise to concern but driving down the M40 motorway to Gaydon the weather started to clear and slowly the day

improved to provide hot and sunny conditions for the afternoon, ideal for the occasion.

Howard Pryor's forethought and planning helped in no small way for the assembly of our display of five Mayflowers and club regalia.

The Mayflowers were each representing one of the five original colours manufactured. With the Roadster and Razoredge clubs adjacent to the TMC we duly received as much spectator attention and interest as many of the more sophisticated models.

By 10.30 am the marshalls were calling for contingency plans to be put into operation so many were the numbers of Triumphs arriving.

I don't think that any other venue could have coped with this situation, and tribute must be paid to the Heritage Centre for the way they smoothly handled everything, in particular the way they went about marshalling the late arrivals on top of the grassy banks surrounding the centre providing a most spectacular setting.

The Heritage facilities offered were absolutely first class with excellent catering and a sound commentary second to none keeping the vast crowds well informed of all the happenings.

The Pre-1940 Triumph Owner's Club had amassed a wonderful array of cars right from the lovely 1923 10/20 of Jim Kingham



Steve Coulman's display at Gaydon

through the glorious models of the late 1930s up to the very last Acclaim off the production line.

No one could possibly be unaware that they were experiencing a once in a lifetime grouping of Triumph Cars in all their breathtaking glory.

Praise must also go to Steve Coulman, our official historian, for his assembly of some of the literature and early photos of our Mayflower model and for the very professional way that this exhibition was presented by Tony Thorpe in one of the exhibition rooms set aside for club display stands.

Lots of people visited this area and many questions were answered by our members manning the stand.

Frank Smith provided the oldest known running Mayflower whilst other visiting Mayflowers were those of Diane Payne, Richard Roote, Chris Naish and the new

owner of Tony Booth's ONN 153 — Martyn Sanders.

Many more members came along without their cars and signed our visitors record on the main display. Their support and presence was very much appreciated.

Looking to the future means of course our annual gathering, this year at Kimbolton Castle on July 19th and this new venture deserves to succeed after so much planning by our rally secretary.

As members of TMC I do appeal to you to try and attend the rally this year. It would be a fabulous achievement if we could break the 30 barrier this time round. We will never have a better opportunity!

Two of our American members are crossing the Atlantic especially for the occasion — if they can make it I'm sure that you can too! I can assure you that 'You' will be made most welcome by everybody else there.

1953

TRIUMPH MAYFLOWER

Black with red leather interior
Good condition. Registration number BCC 954
Engine and seats out

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FLOWER POWER



Hi, thought you might be interested in "Nellie" the 1953 Triumph Mayflower thoroughbred who's looking for a new owner and home. "Nellie" is a veteran, long in the tooth now but she's still a "good little runner" and for the caring new owner she is seeking who will give her, in her old age, the very little love and care she craves and needs to get her old age certificate (MoT). She will happily give up her cherished number, GM 6036, for her new owners benefit and happiness for use on a young whipper-snapper mean machine. On the other hand, however, "Nellie" would be quite delighted if her new owner kept her intact and ran her regularly during which she would ensure her new owner would enjoy the benefits of:

1. Low cost motoring, "Nellie" is 45 years old and doesn't pay road tax.
2. The fun of owning "Nellie Mayflower" car.
3. The prestige from owning such a unique veteran car, such as Nellie.
4. Pride in bringing her back to full glory.
5. Economical fuel consumption.

So if you're interested in acquiring "Nellie" and her cherished number plate

Contact George Weir (01698) 862193

Letter from Jane Roche of the Heritage Trust

Dear Peter (Benfield)

Just a brief but very sincere note to thank you and the members of the Triumph Mayflower Club for giving your time so generously to the Triumph 75th Anniversary Celebrations at Heritage Motor Centre yesterday.

Your club's enthusiasm and generous support added greatly to the event as did their splendidi and professional display. My thanks once again for your time, support and invaluable efforts.

From the feedback we received during the event and from the numerous telephone calls we have taken today, we believe we all had a brilliant day and we do hope that you and your club all enjoyed yourselves.

Kind regards, yours sincerely, Jane Roche
Suuports Events Organiser

1953 TRIUMPH MAYFLOWER

Five new tyres. Stainless steel exhaust
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For Sale as restoration project or spares

£100 (No offers) — Car stored at Stockport

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TROC weekend

North Yorkshire Moors

September 12 - 13th

IRVING and Sue Dalton are planning a weekend on the North Yorkshire Moors. It will include a scenic drive starting from Castle Howard at 2.00 pm on Saturday 12th September and then an overnight stop in the Pickering

area with an evening meal. On the Sunday, 13th September, there will be a road run from Pickering starting about 10.00 am with a lunch stop somewhere en route, before finishing at Brunby Hall Gardens, Pocklington.

Irving and Sue would be glad of your company for either all, or some of the weekend. Irving has a list of accommodation in the Pickering area. Give him a ring on 01430 860833 if it sounds like your kind of weekend.

Celebration Dinner for 75th Year of the Triumph Car

by John Oaker

THERE WAS one thing that united the 400 plus diners at the Heritage Motor Centre, Gaydon on the evening of Saturday 30th May, 1998 and it was the Triumph motor car.

The dinner heralded the celebration of the 75th anniversary of the Triumph car and enthusiasts

from all over Britain and those from as far afield as New Zealand had gathered to eat, drink and pay their respects to a host of 'honoured guests'.

The after dinner address was given by Stuart Turner, a former Standard Triumph works rally co-driver, who injected just the right amount of humour and anecdote into his speech and, in the tradition of the best speakers, he knew what he wanted to say, and he knew when to stop.

Many of the great and the good in the Triumph world of car manufacture and design as well as heroes of the early rally drivers' teams attended as 'honoured guests' and they took part in the giving and receiving of awards and trophies — the award for the



Well here we are, Peter and Sue Benfield, myself and Mary Newton

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person who had travelled farthest to be at the event went to the enthusiast from New Zealand.

Many others were honoured for their long service to the Triumph car and the furtherance of the many clubs represented at the event.

Celebrities

The celebrities: Harry Webster CBE, Standard Triumph's Director of Engineering from 1957-1968, Triumph Works Rally drivers Roy Fidler, Brian Culceth, Paddy Hopkirk, Tony Pond posed for photographs for club magazine editors and autographed dinner menus of those guests who approached them.

For the £25 per head paid, diners enjoyed good food and

convivial company. The wine menu available on the night was the one big disappointment. Those diners who had waited to study the menu on the night prior to ordering their wine, were faced with a limited choice of indifferent wines and without any option of selecting from the more comprehensive wine menu sent out with the dinner tickets.

However, that aside, the dinner was an ideal preface to the events of the following day — the astonishing collection of the rarest and best of Triumph cars. Made even more memorable by the presence of no less than 11 Mayflowers in and around the site.

**LEFT-HAND
DRIVE**

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CABLE**

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The Association of British Motor Clubs

by Phil Benson

FOLLOWING the decision of the Federation of British Historic Vehicles (to which we are affiliated) to withdraw from FIVA, the Association of British Motor Clubs has been founded to co-ordinate the activities of British Clubs in membership of FIVA and to promote the interests of historic vehicle owners.

The Triumph Mayflower Club is invited to join this new

Association in a letter received from Roger Byford, General Secretary of the new organisation.

Roger states in his letter that per capita membership fees are expected to be about 20p.

As your Treasurer, I am recommending to the Committee that we do not join ABMC at this time, but remain members of FBHV.

I hope to get formal approval for this course of action from the Committee which will be meeting at our rally in July. In the meantime, if anyone has any views on this topic, please give me a ring.

DON'T FORGET TO SEND FULL DETAILS OF PARTS REQUIRED TOGETHER WITH A CHEQUE WHEN APPLYING FOR SPARE PARTS



Line up at Mellerstain

Annual General Meeting

***Held on Sunday March 29th at
14:00 in Alumwell Junior
School, Walsall***

PRESENT: John Oaker, Peter Benfield, Martin Bishop, Tony Thorpe, Steve Coulman, Tony Booth, Paul Norton, John Gogay, Howard Pryor, Richard Root, Dave Miller.

Apologies were received from Phil Benson, Jim Smethurst and Terry Gordon.

Peter Benfield proposed that the meeting accept the minutes of the last AGM. This was seconded by John Gogay.

Chairman Report

It is my privilege to present another report summarising the events of the last twelve months. It is fair to say that the last year has been one of steady progress with the club remaining on the crest of a wave, a position now maintained for several years.

Our main gathering in July at the Avoncroft museum of Historic Buildings proved to be a huge success with 16 Mayflowers and 27 members present. Thanks to the efforts of Steve Coulman we were all delighted to meet George Jeary, a former worker at Canley, whose

detailed knowledge of the Mayflower and the persons involved in its design and construction proved quite amazing.

We enjoyed his presence and I gather he also enjoyed the day tremendously. Thanks again Steve for all the trouble you took to bring him to our rally.

The weather was really marvellous and helped in no small way to make the day such a success, although I gather that the high temperatures did cause a few vapour lock problems for some people on the way home.

It was a delight to meet long-standing members of the club such as Ron Hagger and Peter Burdge whose 1300 engine conversion caused so much interest.

Our smaller gatherings such as the Southern Rally did not prove quite so fruitful, although it is true that the inclement weather did not help to get this new venture off the ground.

My own travels took me north to the Borders once again. At Mellerstain in June, it was good to

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meet up with John Burgess, John Miller and Ken Mckenzie — a late arrival with broken fan belt (a pair of ladies tights does work — ask Ken!).

I saw Ken again when we both attended the Ponteland rally held near Newcastle on Tyne a bit later in the year. The Selkirk rally was another great success — I met Ian Watt, Forbes Alexander and John Burgess there — all with Mayflowers in attendance.

This rally has grown within the last five years to an attendance of over 600 cars. Anyone wishing for a delightful weekend in the Borders could well visit Selkirk with the wonderful surroundings of Sunderlan Hall providing a lovely background setting.

Now into 1998, we celebrate the 75th anniversary year of the birth of the Triumph car. Much work has gone on in the background to make both the Triumph gathering at Gaydon Heritage Centre on 31st May and our Joint Roadster/Razoredge/Mayflower rally at Kimbolton Castle on Sunday 19th July a success.

We are providing five Mayflowers in original colours plus the oldest known Mayflower for the show at Gaydon. In addition Steve Coulman has put together a display of Mayflower photos and information that should make interesting reading.

John Oaker and Mary, along with Sue and myself will be

TRIUMPH
MAYFLOWER CLUB

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attending the dinner on the Saturday evening organised by Graham Robson and we are particularly looking forward to meeting all the representatives from other Triumph clubs there, and to listen to the after-dinner speeches.

On the Sunday it will be interesting to see the oldest Triumph car in existence, a 1923 10/20 that is being brought over from Ireland, along with the very last Acclaim off the production line.

I am looking forward to the Kimbolton Castle rally in July into which Howard Pryor has put so much effort. Thanks to Howard we now have a much improved relationship with the Renown and Roadster owners and I am sure this will be reflected in the numbers present. We all have much to look forward to this summer.

I would like to conclude by offering my sincere thanks to all our Committee who work so hard behind the scenes during the year, not all of which is reflected in *Flower Power* — but particularly to John Gogay for his never ending search for parts to keep us on the road, and to John Oaker for the use of his school for this meeting, for the catering provided today, and for being a most competent Secretary.

Membership Secretary's report

Sixteen members have left the club in the last year. There appears to be no rationale for this. A general discussion took place out of which Howard Pryor proposed that

WANTED **YOUR** **STORIES**

Please send your stories about restoration projects, rallies, etc to the Editor together with any photos and tips. Help make our magazine the best.

Send to Phil Benson

the £10 spares loan currently payable upon joining is deferred until spares are ordered was seconded by Peter Benfield and accepted by the meeting.

This would bring our joining costs more into line with others and hopefully encourage new membership. If the spares loan is not paid with the first order then the order will be denied to the member. John stated that there had been no comments — adverse or otherwise — from overseas members re suscriptions. Most enquiries are from people who want 'mint' Flowers. He continues to marry cars with prospective members and owners.

John explained an insurance offer available to members of the club in the UK. A reduction in policy fees for the Flower and other 'older' cars is available at favourable terms from Footman James. A number of members at the AGM expressed their satisfaction with Footman James stating that they had been insured with them for several years without regret.

Treasurer's report

(Submitted in writing and presented by Peter Benfield.)

This has been a steady year for income, with membership renewals following the same path as in previous years. Expenditure started the year with a jolt due to the £1,500.00 transferred to the Spares Secretary's account as

agreed at the AGM last year. This has meant that we have reached the year-end with the lowest balance on hand for several years.

Hopefully the Spares Secretary has used the money wisely and will be able to report a stronger spares position than in recent years.

Flower Power printing and postage costs have remained fairly static and represent good value for the quality of the magazine being produced.

My thanks are due to John Oaker for the sterling work he undertakes collecting your subscriptions and preparing the magazine dispatch labels.

Editor's report

(Submitted in writing and presented by Peter Benfield.)

The amount of material available during the year has been a bit up and down. Two magazines were very good and two were a bit weak in content. Why does that interesting letter always arrive two days after the magazine has been put to bed?

I hope that members will continue to write in with details of their cars, the places they visit and with technical hints, tips, questions, problems or whatever.

I have now completed five years as Editor and the time has flown by. The last two years have not allowed me to spend as much time on research for the magazine as I would have liked to do because of the arrival of 'Our Andrew' and

because my work has taken up a lot more of my time.

Hopefully I have just about adjusted to both situations now and can continue to improve the content and the quality of the magazine.

John Gogay, is not only our Spares Secretary, but also our magazine printer. He deserves our praise for the work he puts into the magazine after the content has left me. At the design, page layout and print stages, he turns mere typed words and photographs into a professionally produced document and then undertakes all the tasks involved in enveloping, labelling and mailing.

Having read out the reports, the chairman expressed his thanks and appreciation of the hard work done by Phil, this was echoed by all present. A general call for items to be included in *Flower Power* was sent out to ALL members, present or otherwise.

New Spares Secretary's report

The problem of main bearings has been resolved by adaptations that have kept costs down. There is a supply of new exhaust systems available. There is also a supply of left-hand drive hand brake cables in stock. John is looking into the remanufacture of door handles.

There is now a supply of brand new carburetors. The chairman queried the list of spares available. John explained that this had been

updated in December 1997 and was available priced £1.00

Rally Secretary's report

Seventeen cars attended the 1997 rally. Howard is attending a meeting most months re the organisation of the rally at Kimbolton. There will not be attendance plaques this year — Certificates of Participation will be presented instead.

There is no entrance charge to the rally but it would be appreciated if members could give a donation of about £5.00 to the Sporting Bears Childrens Charity.

The Kimbolton rally will be a true family day out and all members are encouraged to attend. As it is the 75th year of Triumph cars it was proposed that a 'blast from the past' occur at the end of the rally (hand on horn for 30 seconds!).

The club was donating £75 to the tombola fund. Autoglym polish is donating a prize and *Triumph World* magazine are to donate two annual subscriptions as a prize.

John Oglesby has now left the club — all gave thanks over the years, to be conveyed by the chairman in writing — and the John Oglesby Cup will be replaced by a cup to be donated by the Chairman.

The Fred Oglesby Cconcours trophy is to be replaced by the Peter Benfield Concours Cup.

Triumph 75th Anniversary Show at Gaydon

Five members Mayflowers will be in attendance in the five original colours available when the car was launched. These cars will form part of a joint stand with TROC and the Roadster Club.

In addition the oldest Mayflower in the Club (Frank Smith's) will be part of the historic line-up of Triumph cars.

Steve Coulman is to create a static display that will be on show with other club displays inside the Heritage Centre. The meeting allocated Steve a budget of £200 for the display. Steve explained that the display was intended to fit inside a Mayflower so would be available for the annual rally and later use.

Secondhand Spares Secretary's report

Sales have plodded along in a seasonal sort of a way. I have recently had a number of enquiries

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Send your old unit
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£35.00 + parts used

Service available via the
Spares Secretary

for parts that I do not have, namely front and rear bumpers in sound condition but needing chroming and bumper overriders.

I seem to remember that a few years ago, there was a possibility of the Club having some overriders produced if demand was sufficient. There wasn't enough demand then, but might there be now?

At last years AGM, there was talk of the secondhand spares account transferring £500 to the new spares account if it were needed — for example for production of main bearings. As you will see from the accounts below, that sum is still available.

Starting balance £619.90;
Income £233.21; Expenditure £52.77; closing balance £800.34.

Election of Officers

No one had applied to stand for the Committee and no one wanted to stand down at this time. John Gogay proposed that the committee be re-elected as one and Paul Norton seconded the motion which was carried.

Due to John Oglesby leaving there was a vacant Ordinary

position on the committee. John Gogay proposed that the members move up one place and that Tony Thorpe and Dave Miller become Ordinary Members 4 and 5 respectively. This was seconded by Tony Booth.

Any other business

Steve Coulman is going 'on line' in the near future and is to look into the feasibility of our own web site on the internet. Steve still seeks help from members re Mayflower history etc. Please contact him with anything you have got, no matter how trivial you think it is.

John Oaker is to pursue ex members to see why they left.

Howard Pryor wants ideas, suggestions etc for next year's 50th anniversary of the Mayflower, and 25th anniversary of the club.

Any members interested in reviving the 'Northern meet' at the Mayflower Pub at Austerfield, Doncaster please contact Steve Coulman as soon as possible.

The meeting closed at 17.00

DON'T FORGET

SUNDAY JULY 19th
NATIONAL RALLY

TRIUMPH MAYFLOWER CLUB



Please reply to: John Oaker, 19 Broadway North, Walsall, West Midlands, WS1 2QG
Worldwide Membership 28-06-98

Dear Member,

Please note that most members annual subscriptions were due for renewal at the end of March. Your membership has now run out. However if you have overlooked this catastrophe please read on! A membership fee of United Kingdom members £20 per annum/ Rest of the World members £26 per annum should be paid to me at the above address asap.

For your convenience I have included a return slip with this letter. If you would like your new membership card by return of post please enclose an s.a.e. Failure to do so means that your new membership card will come to you with the next edition of Flowerpower.

Thank you,

#####

Please find my enclosed cheque / money order for
£20 U.K. membership or £26 world membership
so that I continue as a member of the Triumph Mayflower Club until 31st March 1999.
World membership must be paid in some form of £ sterling, as the bank transaction
and exchange rates are so silly!
However, any members in USA or Canada who would like to pay in U.S. dollar could
make out a personal cheque payable to John Gogay for \$35

_____ signed _____ member number
#####

If you are not considering rejoining the Triumph Mayflower Club could you please
return the slip below - with deletions or additions - to me at the above address. Thanks

I no longer wish to be a member of the Triumph Mayflower Club because
I've sold my car / I've scrapped my car / I've put my restoration project away for
awhile / It's too expense / It's not good value
/.....
.....
.....

Catalysts

Are they the answer to living without lead, or just another hype?

I have received information about two products recently.

One comes via club member, Dave Stafford, who has been brave enough to try out the 'Broquet' fuel catalyst which is a Gauze that is fitted to rest at the bottom of the fuel tank, or alternatively into the fuel line.

The makers claim that the catalyst institutes a change to the fuel itself, petrol or diesel which leads to a much more efficient combustion process. It is this improved combustion that provides the key to the many claimed benefits of the catalyst.

As a catalyst, in a chemical sense, it does not itself measurably change but rather enhances other chemical processes. In fact the use of tin, as a chemical reagent, is well documented.

Dave has promised that he will keep us updated as his test progresses.

More details from D. Lock and Associates, Swallow Ridge, Lynwick Street, Rudgwick, Horsham, West Sussex RH12 3DG
Tel: 01403 823507.

The other product I have heard about is called 'EcoTin' and this too claims to be a 'once and for all' treatment lasting 100,000 miles or five years.

The makers state that this product is a tin catalyst which when placed in the fuel tank has the effect of saving fuel; reducing pollution, improving performance and reducing maintenance costs.

They go on to state that the product will enable any petrol engine to run on unleaded fuel without altering standard specification ignition setting. and reduces the prospect of valve seat damage.

The product costs £18 plus £1 postage from EcoTIN, 6 Matthews Way, Menheniot, Cornwall PL14 3ST. Tel: 01579 344751. If you try this one let me know how you get on.

Phil Benson

SUMMER'S COMING

(WE HOPE)

GET YOUR SPARE FAN BELT

Part No: 200203 · £6.00 from the Spares Secretary

Rally news

by Howard Pryor

THANKS TO all concerned for such a good turnout at Gaydon. It made all the hard work organising everything worth while.

Thanks also to the Triumph Roadster and Razoredge Clubs organising teams with whom I worked for all those months and especially thanks to those people in our own club who did an outstanding amount of work but who will remain unsung heroes.

Okay we are now over what you might have thought was the 'Big One' this year, but in fact that was just the warm up for our own annual rally.

We are getting together again with our friends the Roadsters and Razoredges at Kimbolton Castle in Cambridgeshire.

Kimbolton is a public school nowadays and is situated approximately five miles west of the A1 on the B645. It is also approachable from the A14 via the B660 near to St Neots.

To gain entry to the rally, which as you should know by now is part of the Sporting Bears Rally you **WILL NEED** the pass (printed on the back cover) visible in your windscreen. Note that it is extremely important that you remember this on the day, as without it you will be directed to the public car park instead of to

our rally site. We are a rally within a rally, so please look for the Triumph signs to guide you safely to us.

Because the general public will also be there it will necessitate parking the cars in a display formation instead of us just looking like a car park. So please, please have patience and wait for the marshals to direct you to your parking position.

There may possibly be a very short delay but be assured the end result will be well worth the wait and everybody will of course be doing their very best.

During the rally a Certificate of Attendance will be available for collection at Rally Control free of charge to every member of all three clubs. Please give your name and membership number to receive your certificate.

Important

If you pre-book for the Rally a personalised certificate will be ready for you to collect instead of a blank one, just telephone me on 0181-440 8623 and give me your details by *July 14th*.

Remember if you are attending and you are a member you are entitled to a certificate whether or not you are taking a Mayflower. This certificate will replace the usual Rally Plaque which was in the past only presented to those members attending in Mayflowers.

To be sure of your certificate book in now as there are limited

numbers of blank certificates and they will be given on a first come first served basis. They are A4 size and extremely attractive to hang on your wall as a memento of the 75th Triumph Anniversary Rally.

I would appreciate your comments on the rally venue and certificates in case we need to re-think the venue for 1999 and revert back to plaques to satisfy the membership.

After missing a year, the bring your own food barbaque is back — twice as big as before because we hope we will have twice as many people using it.

This rally as mentioned before is part of the Sporting Bears Rally, which aims to raise money for children's charities.

Each member will be urged to give a reasonable donation at our Rally Control because there is no fixed charge for entry and at the end of the day we will pass on all the donations to the Bears.

I must not forget the added attractions on site which include Tethered Hot Air Balloon Rides, Honda Goldwing Rides, a Craft Fair, Ferret Racing, an Arena with activities taking place throughout the day and, of course, lots of different cars to look at.

The clubs major prizes, eg, Concours, etc, will again be on a self judging basis with the major awards being given out at the end of the day at a joint ceremony with the other clubs.

We will then disperse to award the remainder of our awards. At the end of the rally we are going to have a "blast for the past" lasting 30 seconds. A Collective horn sounding session will take place as a salute to 75 years of Triumph. We hope you will join in the spirit of the day, but please remember it is only for 30 seconds.

Hotel booking

For anyone wanting to arrive on Saturday and stay overnight, an official hotel has been selected. It is actually a conference centre with enough room for everybody. The cost per double room is £35 — dinner and breakfast are extra.

The centre is called Wyboston Lakes and the contact number is 01480 212625 for bookings.

Please note to anybody booking the hotel — it is *NOT* Wyboston Lake Hotel. You go past that, which should be on your right and then come onto the Conference Centre.

It is located on the A1 Bedfordshire / Cambridgeshire border near St Neots. Take the A428, go around the roundabout as if you were going back on the A1 southbound and the entrance to Wyboston Lakes is about 60 metres on the left hand side.

Please telephone me if you wish to book in for the Saturday evening meal only, ie, without accommodation. Such bookings must reach me by the 9th July at the latest.

Approximately 15 members have already booked into the hotel plus families, plus Roadster and Renown people. Two American members and their families are coming over especially for the rally. Leland Felix who organised the production of the quarterlight rubbers is coming from California, and Glenn Crossklaggs and his wife are on their first visit to the UK from Chicago, so book in for a long weekend.

Don't forget to place your spares orders with John Gogay for collection at the rally, or maybe you need your car club badge or sweat shirt, T-shirt or even a set of fitted car mats with the Mayflower logo.

As always volunteers are needed to help the day go smoothly and there never does seem to be enough to go round. If you would like to help please let me know — don't wait for me to commandeer you on the day.

We will need volunteers for the following tasks: running the tombola, raffle, barbeque, marshalling etc, you will not be expected to work all day — just about a one hour shift! Remember, many hands make light work.

Be a part of what promises to be one of the best rallies we have ever had.

This is a family rally, *BOOK in NOW!*



"Looks like someone got here first . . ."

Letters

Return of Twix

Dear Phil,

On one of those rare occasions when I was lead in front of the fire channel hopping the TV via the remote control, I stumbled upon an advert for *Twix* chocolate bars that I swear featured a Mayflower! I must put more water in my whisky!

Fired with enthusiasm that this modest car had reached the dizzy heights of TV fame I wrote to the makers of Twix bars — Mars.

They duly replied and put me in touch with their advertising agents and lo and behold they sent me the

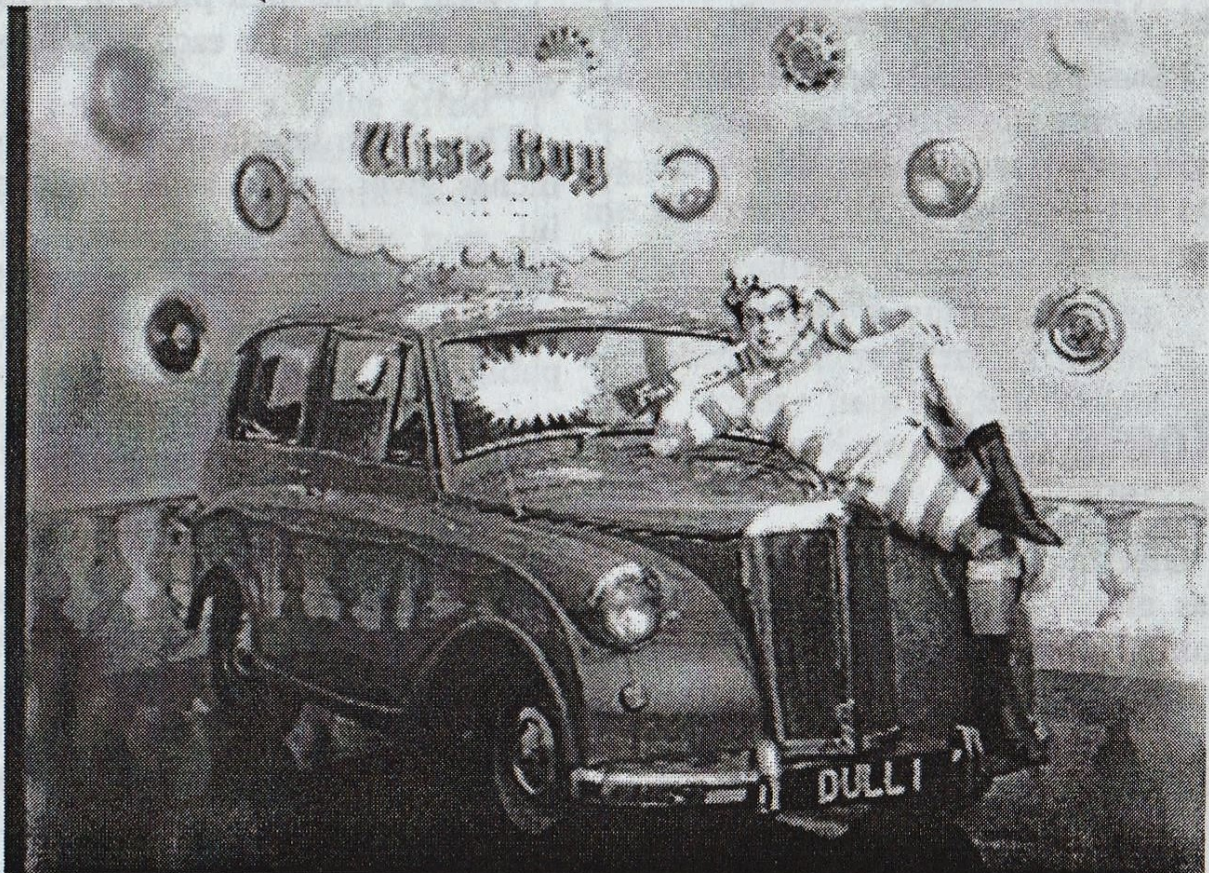
enclosed video stills from the advert.

Right there was the Mayflower in all its glory. What a relief — now I can put more whisky into my water again.

On closer examination I spotted the Number plate — 'DULL 1' Never! We are proud owners and certainly not dull, I thought this was a term reserved for train spotters.

I hope you find the photos interesting and reprintable. Sorry about the quality but I'm told that's all you can get off a video still.

As daft Norman poses on our car
The car outshines Norm by far



A still from the recent TV commercial for Twix bars

Wise buy it certainly is

But not that number — it makes me fizz.

*Iain Sinclair
8 Seafield Crescent, Elgin
Moray, Scotland*

Discount . . .

Dear John (Oaker)

Enclosed, please find membership renewal cheque.

Following your comments, when my renewal came through from Footman James for my insurance premium I phoned them to enquire if membership of the club would reduce the premium. They wrote back to say that they would give me a £12 discount. Not bad, eh! Almost the club fees saved!

PS — I eventually secured half a dozen core plugs from an entirely unexpected source, but they were the last they had so no more from that source!

Frank Webber

Boots up!!

Dear Phil,

Greetings from the colonies. It has always bothered me that the trunk lid, (read boot lid) on my Madam Mayflower does not go all the way down to lie horizontal. How is one expected to balance a beer on it at a 30 degree angle?

I spent a day cobbling together two new support linkages. At first

sight this seems like an easy task. But wait, what's this? Each link is of an unequal length. How can it possibly retract into the boot upon closing?

By applying a first year engineering theorem which states 'If at first it don't go, get a bigger hammer! Plus some cutting and some welding and I had finally solved the riddle.

For anyone who wants to make this modification to their darling little car the trick is as follows:

Remove the linkages from the car. Now comes the tricky bit. Saw through each of the four links near to their centres.

Easy

Weld a one inch piece of 1/8th inch strap iron into each gap. Easy wasn't it?

This total lengthening of two inches gives you a perfectly level lid.

A further note to the photograph of Madam Mayflower recently published. What looks like a painted decoration around the wheel arches is actually a chrome plated moulding. Unique to my car? It looks like a factory fitted special order to me. Has anyone seen this on any other Mayflower, or know any more on the subject?

On the subject of the removal of lead from Petrol!! A few random thoughts!!

As you may know, here in the States we have been doing without

lead for several years. My own experience, brought on by the lead ban has so far been not too bad. I have a 1968 Ford Pick-Up truck which I use to tow a car trailer with an Allard Race Car on board to race venues. I run the cheapest gas available in it's engine regardless of the brand.

Some of this gas is I suspect little more than Kerosene and Vinegar! Most of it is Oxygenated with alcohol.

Although the octane rating is advertised as 89 it is still well down on power production compared to tetra-ethyl lead.

This truck engine, with already over 300,000 miles on it, experienced valve recession after about 20,000 miles on no-lead fuel.

400,000 miles

This necessitated a valve grind combined with the installation of hardened valve seats and new exhaust valves. The engine now has over 400,000 miles on it and still runs great.

My advice, based on the experiences of myself and many friends who run Rolls to Minis is 'If it ain't broke, don't fix it . . . In other words, wait until the engine shows some signs of distress before going to the expense of upgrading the valve mechanics. And YES, hardened exhaust valve seats can be installed into the Mayflower block.

I also have a 1964 VW which has not required a retrofit as yet with

about 15,000 miles since no lead fuel was introduced, and this engine has aluminium seats!

Improvement

In answer to Forbes Alexander's thoughts about installing a Morris 1000 engine into his Flower. I should think it would be a great improvement. Especially if the four-speed gearbox/transmission is also included.

The biggest problem would be what to do with the steering bar at the rear of the engine. Its relocation might be difficult and may require major engineering and fabrication similar to the offset bar used on the Hillman cars.

After two years work on my car, it is finally becoming road-worthy. As stated in the magazine recently, I have replaced all of the original drive train with MGB bits. My biggest problem was the steering mechanism.

This required relocation of the steering arms from normally facing backwards to now facing forwards. With great help from fellow member Alan Kormes, I have now sorted out the front end steering geometry so that the car tracks properly.

Phil, thanks for all your good work in the magazine, good reading!

*Firing on all four, Bob Lytle
1679 Broken Rock Drive
Cottonwood
Arizona 86326, USA*

Reblooming Petal

Dear Phil,

On Wednesday 1st April, I received a phone call from Howard Pryor to say that he had received a letter from Mr Alex Romiszowski from London.

Apparently when Howard was exhibiting at Alexandra Palace, Alex came up to Howard and stated that his mother had owned a Mayflower years ago.

Along with the letter Alex had sent Howard two photographs of his mother's car, one outside a house in Oxford and the other showing the car being unloaded in Warsaw, Poland whilst they were on holiday in 1963.

Howard faxed the info to me and I wrote to Alex to advise that



'Petal' NLM 888 is still around. Checking in my old log book, I found that Mrs Romiszowski was



the first change owner in 1960, and actually sold the car in 1963.

The photographs show what looks like a Vespa scooter and the rear end of an A35 van. I believe this to be Headington Oxford, the other is in Poland, Alex believes the other car to be a Polish 'Syrena' along with a horse and cart which was a probably common site still in 1963.

When I obtained 'Petal' in 1995, I collected her from Wantage which is only about 18 miles from Headington. It's very interesting to find out some of the vehicles history and if Alex contacts me further, who knows what else he may remember.

Tony Thorpe, Member 789

A Flower with power!

Dear John,

As some of you may remember the Arkansas Mayflower began restoration some two and a half years ago. As there is limited access to Mayflower engine parts here in the States I decided to look for alternate power.

After extensive measurements, I found that an older Nissan power plant would fit the engine compartment with only minor modifications.

In addition, the transmission would also fit into the transmission dog house. The most amazing part

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was the motor and transmission fit so well that I was able to use the transmission mounting bracket location of the Mayflower.

The Nissan I used was a floor shift. As a result, the column shift of the Mayflower was removed and the master and slave cylinders of the Nissan shift were substituted with a bracket made and mounted under the floor board next to the master cylinder for the brake.

The only other modifications required were: 1) The steering arm had to be modified to clear the cylinder head of the motor;

2) The motor mounts of the Nissan were reversed and brackets welded to the frame;

3) The electric fan from the Nissan was mounted on the Mayflower radiator;

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4) The drive shaft of the Nissan's transmission was cut and welded to the rear section of the Mayflower rear end;

5) Conversion of the speedometer shaft and housing, Mayflower to Nissan;

6) Removal of all anti-smog pipes and brackets built to mount the Mayflower air cleaner.

Flower now moves down the freeway at a respectable 60-65 mph, and parts are readily available. At two British auto shows even the judges were fooled and thought the conversion was factory original.

If the idea of a conversion appeals to you and you would like to have some pictures of how the conversion looks, please drop me a line and I will be happy to respond with pictures and info. Or possibly we can meet at the Kimbolton rally on July 19.

*Regards from the Arkansas's Flower
and Leland Felix*

310 Higdon, Hot Springs

Arkansas 71913, USA

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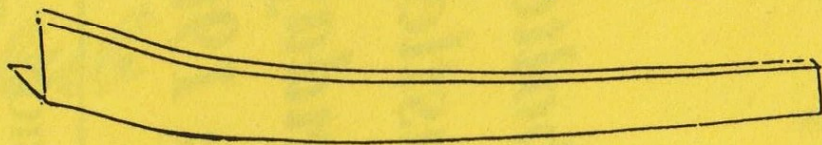
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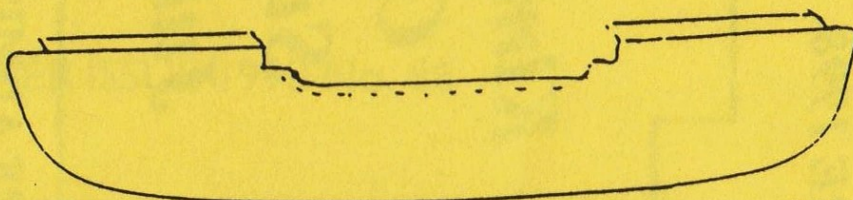
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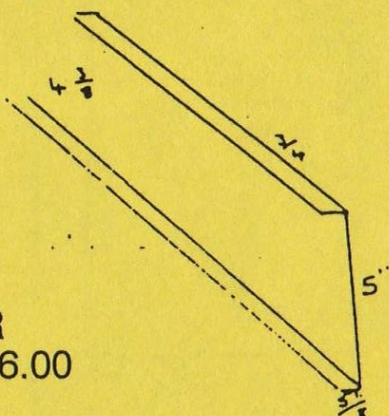
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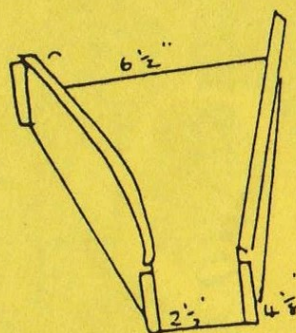
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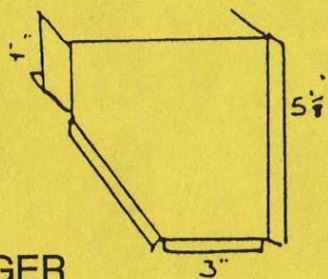
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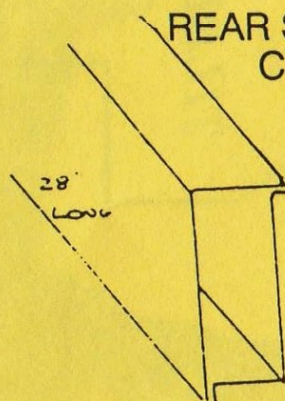
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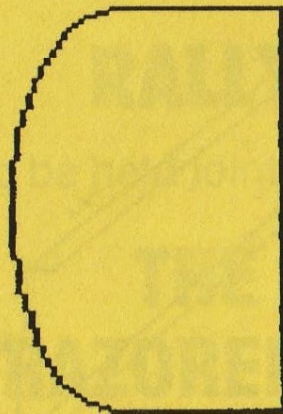
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