

*Triumph
Mayflower
Club*



Worldwide Membership

WINTER ISSUE 1998 No. 90

*Merry
Christmas*



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1998-99

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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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A VERY HAPPY CHRISTMAS TO ALL OUR READERS

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

Another year

WELL, yet another year draws to a close. This year we celebrated the 75th anniversary of Triumph Cars. Next year we will celebrate 50 years of the Mayflower.

I hope that you had as good a year out and about with your cars as I did. My insurance on JBD 807 is limited to 1500 miles per year and this year, for the first time, I got close. I've used up about 1350 so have just about enough for late winter/spring usage, getting the MoT etc prior to renewal at the start of July. If not then I'll have to extend to 3000 per annum.

The bodyshell of my other car NTA 178 is still at the Paint Shop but has been stripped to bare metal. Has had repair work done where necessary, including two small repairs welded into the rear wheel arches and the discovery of two or three minor 'filled' areas at the bottom of the doors and in the rear seam under the rear window.

The car is now in etch primer and when I saw it recently I was very pleased with the work done to date. As far as I know we are still on target to have the car back here before Christmas.

Far and wide

I have the rest of the car scattered far and wide around the

WANTED

Original Tool Kit for my Flower

*(to replace the one I
had stolen!)*

or any parts thereof will help

Terry Sanders
18 Camelford Place
Oakland, CA 94611, USA
Tel: 1-510-531-7618
Fax: 1-510-487-0866
E-mail: taterry@aol.com

garage, car-port loft, shed and house.

I boxed up as much as possible in small boxes, containers, tins etc. and labelled everything. Guess what!, over five years quite a lot of the labels have faded. Good job I have JBD as a pattern.

AGM

Please note the date for the Annual General Meeting is Sunday, 21st March, 1999.

On behalf of the committee I can promise you a great welcome if you can make it along.

It really is NOT a formal meeting. Give it a try and find out how your club works for you.

Treasurer's update

OVER THE last few months, the Federation of British Historic Vehicle Clubs, to which we are affiliated, has seemed to have been in turmoil. At one of their meetings, they voted to opt out of membership of FIVA the global motoring organisation. Various other (breakaway?) organisations were then formed, claiming to represent various motoring and sporting interests. The state of

uncertainty persisted for most of the summer and autumn. During this time, I did not pay the 1998 renewal subscriptions over to FBHVC. In recent months, the FBHVC committee has had a reshuffle following an EGM.

The result of this is that the various competing organisations have now disbanded. FBHVC has rejoined FIVA and the status quo has been re-instated. I have therefore recently paid our dues and we are once again affiliated to FBHVC

Phil Benson

TRIUMPH MAYFLOWER WMD 111 - FOR SALE £1,500

This car was purchased last year from the family of the late Mr I. Ireland, who was a club member for many years. However the present owners have not been able to spend as much time on the car as desired and therefore wish to sell it whilst it is still in quite reasonable condition.

The car is believed to be one of the oldest known Mayflowers in existence and has an attractive registration number. It comes complete with most of the original paperwork, including the original registration documentation. Whilst requiring an MoT the vehicle is in running order but would probably benefit from some refurbishment / light restoration

Contact:

**Ronald Norris at 32 Highfield Avenue
Aldershot Hants GU11 3BZ**

Telephone (Home) 01252 654003 or (Work) 01252 312752

Making the change

Moving to a lead free future

Technical Advice pamphlet published by the Department of Environment, Transport & the Regions - August 1998

AS OF 1st January 2000 leaded petrol will not be available in the UK.

As part of a European strategy to reduce pollution from road traffic and improve the air we breathe, leaded petrol will be banned from general sale from 1st January 2000.

If you are currently using unleaded petrol exclusively the ban will not affect you and you need read no further.

Some motorists who are still using leaded petrol could safely use unleaded petrol in their cars with no adjustments at all. Other vehicles could use unleaded petrol but would require adjustments to the ignition timing in order to use the Premium grade.

However some older cars do rely on the lead in petrol to protect their engines from premature wear. A variety of solutions will exist to allow their continued use.

Why do some cars need leaded petrol?

Lead in petrol does two things. Firstly it increases the fuel's octane rating making it less prone to 'knock' or 'pinking', this is when the fuel in the engine burns in an uncontrolled manner, potentially causing damage to the engine. Secondly it protects the engine's exhaust valve seats from wear. Cars which are designed to run on unleaded fuel have very hard valve seats which resist wear.

How do I know if my car can run on unleaded petrol?

First consult your vehicle's handbook. If, after doing this you are unsure whether your car could use unleaded petrol you should seek advice from your local dealer.

Members of motoring organisations could also telephone their technical advice lines, for members of the AA 0990 500600 and for members of the RAC 0990 313131.

Some cars built before unleaded petrol was available in the UK can use unleaded, but may need their ignition timing adjusted to use Premium Unleaded petrol.

What do I do if my car requires the octane rating of leaded petrol?

If your car requires leaded petrol for its octane rating only, you should use Super Unleaded petrol where it is available or Lead Replacement Petrol. Alternatively some vehicles which currently require leaded 4 star fuel for its octane rating could use Premium Unleaded fuel with adjustments to their ignition timing.

What do I do if my car cannot run on unleaded petrol ?

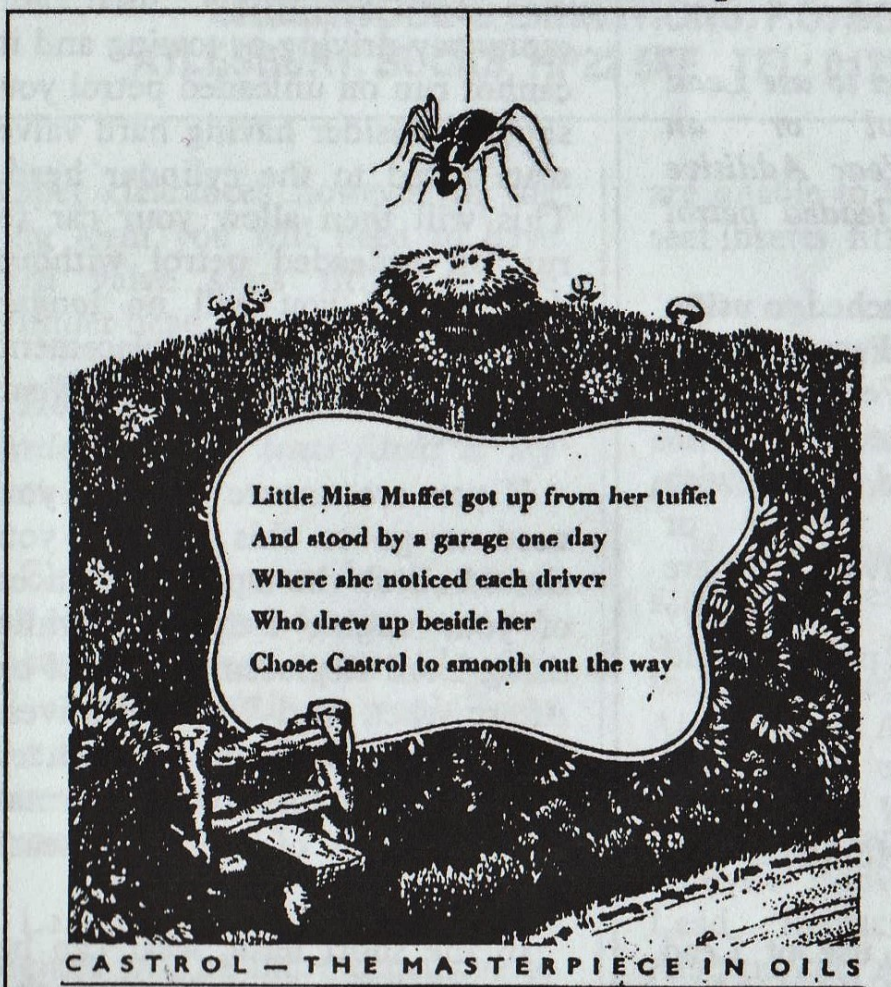
If your car needs the protection from wear that leaded petrol provides you will need to consider which of the alternative solutions will be most suitable for you.

You have the choice of using Lead Replacement Petrol, buying an Aftermarket, Anti-Wear Additive for mixing with unleaded fuel of the correct octane rating or having the engine modified to run on unleaded fuel without damage. Lead Replacement Petrol and Aftermarket, Anti-Wear Additives contain alternatives to lead to protect the engine's exhaust valve seats from excessive wear.

I currently use leaded petrol intermittently (for example every 4th tankful). Should I do the same when I switch to Lead Replacement Petrol or Aftermarket, Anti-Wear Additives ?

No. If the manufacturer of your car recommended intermittent fueling with leaded petrol you should use Lead Replacement Petrol or unleaded fuel plus an Aftermarket, Anti-Wear Additive continually once you have started to use it.

Where do I find Lead Replacement Petrol or Aftermarket, Anti-Wear Additives and how will I recognise Lead Replacement Petrol ?



Little Miss Muffet got up from her tuffet
And stood by a garage one day
Where she noticed each driver
Who drew up beside her
Chose Castrol to smooth out the way

CASTROL — THE MASTERPIECE IN OILS

*An advertisement
for Castrol Oil
from the Picture
Post magazine of
October 1949*

It is expected that Lead Replacement petrol will begin to appear at petrol stations from the third quarter of 1999 onwards replacing 4 star at leaded petrol pumps. Pumps dispensing the new fuel should be clearly labelled 'Lead Replacement Petrol' and will have a wide nozzle that will not fit the fuel filler of cars equipped with catalytic converters.

Where petrol stations do not sell Lead Replacement Petrol, it is expected that they will offer Aftermarket, Anti-Wear Additives for mixing with unleaded petrol as an alternative. These aftermarket additives will be available in bottles or syringe-like injection applicators.

Once I have started to use Lead Replacement Petrol or an Aftermarket, Anti-Wear Additive can I fill up with leaded petrol whenever I see it?

Once you have switched to using Lead Replacement Petrol or an Aftermarket, Anti-Wear Additive you should continue to use it. Avoid mixing leaded petrol with Lead Replacement Petrol or aftermarket additives where possible, however occasionally filling up with leaded petrol should not cause problems.

How do I know that Lead Replacement Petrol or Aftermarket, Anti-Wear Additives will protect my engine?

Research and the use of Lead Replacement Petrol or After-

market, Anti-Wear Additives in other countries has shown that they provide adequate protection in normal driving. Valve seat wear is more severe at high engine operating speeds and temperatures. If your car covers many miles in situations likely to cause these conditions, such as driving at motorway speeds or towing a heavy trailer or caravan, Lead Replacement Petrol or Aftermarket, Anti-Wear Additives may not provide enough protection and you may need to consider fitting hardened valve seats.

What do I do if my car is used for motorway driving or towing?

If your car is often used for motorway driving or towing and it cannot run on unleaded petrol you should consider having hard valve seats fitted to the cylinder head. This will then allow your car to run on unleaded petrol without damage and you will no longer need to use Lead Replacement Petrol or Aftermarket, Anti-Wear Additives.

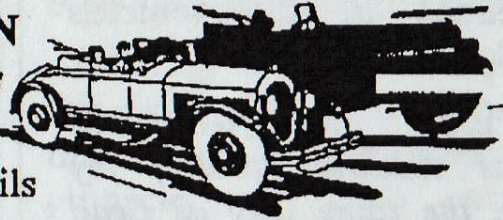
If you are unsure whether you need to go to this expense you should check the tappet clearances of your engine frequently while using Lead Replacement Petrol or Aftermarket, Anti-Wear Additives. If the exhaust valve clearances reduce more rapidly than normal this is a sign of the valve seats wearing.

In the short term, wear can be accommodated by adjusting the

**THE 10th LONDON TO BRIGHTON
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for Pre 1979 vehicles

6 JUNE 1999

Entries invited - Ring for details
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CLASSIC CAR RUN 12 SEPTEMBER**
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OUTDOOR CLASSIC CAR SHOWS

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May 30 & 31	Penshurst Place, Tonbridge, Kent
May 30 & 31	Elton Hall, Nr Peterborough, Cambs
June	<i>tbc</i>
July 18	Audley End House, Saffron Walden, Essex
August 29 & 30	Breamore, Fordingbridge, Hants
August 29 & 30	Knebworth '99, Knebworth, Stevenage, Herts

**GREENWOOD'S EXHIBITIONS, P.O. BOX 49,
AYLESBURY, BUCKS, HP22 5FF TEL: 01296 631181**

tappet clearances however in the long term you will need to have hard valve seats fitted to the cylinder head.

How much will it cost to have hardened valve seats fitted to my car's engine?

Check with your local garage, the cost will depend upon your car. A straightforward engine like that of a Morris Minor would cost about £300 to modify including dismantling and reassembling the engine.

Larger and more specialised engines will be more expensive to convert. A small minority of cars

are unable to have hardened valve seat inserts fitted.

If my car currently uses unleaded petrol will using Lead Replacement Petrol or Aftermarket, Anti-Wear Additives provide additional protection to it?

No. Continue to use your usual grade of unleaded petrol as your car does not need the protection that Lead Replacement Petrol or Aftermarket, Anti-Wear Additives provide.

If your car is fitted with a catalytic converter, using some Lead Replacement Petrol or Aftermarket, Anti-Wear Additives could damage the catalyst. You

must use ONLY unleaded petrol as recommended in the vehicle's handbook.

Will using an Aftermarket, Anti-Wear Additive protect my engine in the same way as Lead Replacement Petrol?

Aftermarket, Anti-Wear Additives can be as good as Lead Replacement Petrol provided that you choose an additive from a reputable manufacturer that is specifically designed to protect valve seats and you use it exactly as instructed on the packaging.

Will using more of an Aftermarket, Anti-Wear Additive than the recommended amount provide better protection to my engine?

No. You should never use more than the recommended amount of additive, it may damage your engine.

Will using an Aftermarket, Anti-Wear Additive in addition to Lead Replacement Petrol provide better protection to my engine?

No. You should use EITHER an Aftermarket, Anti-Wear Additive OR Lead Replacement Petrol. Some Aftermarket, Anti-Wear Additives may be unsuitable for

mixing with Lead Replacement Petrol. Different Aftermarket, Anti-Wear Additives could also be incompatible with each other so it is advisable to stick to one additive.

Will a "Fuel Catalyst" or other device enable me to run my car on unleaded petrol without damage?

A number of devices are commercially available which are claimed to provide protection to engines with soft valve seats when using unleaded fuel.

The Department of the Environment, Transport and the Regions does not endorse specific devices and recommends that motorists seek independent test evidence to prove the effectiveness of any device before they purchase it.

I have heard that a small allowance of leaded petrol will continue to be available. Will I be able to obtain any of it?

An allowance of leaded petrol, up to 0.5 per cent of total petrol sales, may continue to be marketed for classic vehicles. It is expected that this will be used for classic motor-racing, with any remainder possibly being made available for road use by classic vehicles.

LOADS OF SPARES

including engine, gearbox, back axle, suspension, brakes, glass, etc

£100 the lot

Peter Dale (Member 713)

22a Lansdowne Avenue, Codsall, Wolverhampton WV8 2EN

Chairman's report

THIS TIME of year can prove a difficult one for the Club Chairman to make a satisfactory contribution to the Winter edition of *Flower Power*; after all, most of the summer's events have received ample coverage in the Autumn edition.

It has indeed been a most exciting year for our Club and I make no apology for mentioning once again the two outstanding events of Gaydon and Kimbolton.

Who would have thought there could be even more to come! What

other event could compete with or even outshine June and July?

Well by the time that you read this you will probably be aware that "our car" has achieved the pinnacle of fame with an appearance in *Top Gear*, which for our overseas members is the weekly BBC Television motoring review programme.

My first intimation that this was a possibility came in the form of a telephone call from John Oaker in mid October with a request that a car was needed at some time in November for a short episode in *Top Gear* - no particular rush seemed to be involved - the *Top Gear* team were busy at the National Motor Show which is



Left to right: Director, David Wheeler; camera crew; Tony Mason in the Mayflower (with my cap!!)



*Mayflower driven by Tony Mason with film crew
filming from the rear of the front car*

held every other year and was currently 'on' at the National Exhibition Centre in Birmingham.

Imagine my surprise, when on returning home from a week away in Scotland at four in the afternoon of Monday 21st October, my

answer machine had recorded an urgent call the previous day from a John Lakey, Researcher, Motor and Leisure Sports Unit of the BBC, requesting the presence of a Mayflower at Lakenham, just outside Norwich, the following evening Tuesday!

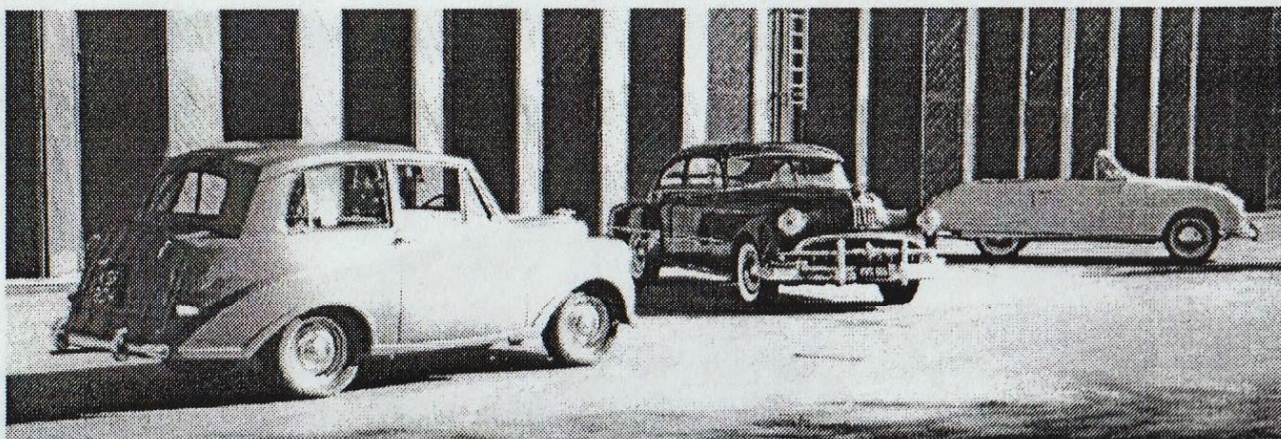
I immediately returned his call to hear a very agitated John hoping I could possibly journey down at such short notice, otherwise the proposed programme

would have to be called off.

He seemed most relieved when I agreed I would set off the following morning - could I set off for Lakenham and ring back Sue during the day as he hadn't completed all arrangements and at

Owners of the Austin Atalantic with John Lakey, BBC researcher, centre





Outside one of the hangars at Duxford the two British cars with the Pontiac

midday he would confirm with Sue where I was to head for!

I left Scotch Corner at 8.15 on the Tuesday morning and travelled down the A1 under the most atrocious conditions, wipers desperately trying to keep my windscreen clear from the heavy rain and spray generated from heavy goods vehicles to say nothing of the vacuum they created when overtaking.

Later in the morning I rang home for instructions, but Sue had not had any messages. However, I pressed on with no sign of the weather improving until I made a call from just outside Norwich which told me that the venue had been re-arranged and would I make for Great Chesterford, south of Cambridge - leave at Junction 9 of the meeting of the A11 and M11 and make for the Crown House Hotel.

By this time darkness had approached and with the rain still pouring down I managed to miss Junction 9 and had to continue to

Junction 8 where I refuelled and turned round at Bishop Stortford.

Thirty unnecessary miles which I should have avoided but I eventually made the hotel just before 7.00 pm with 300 miles on the clock from Scotch Corner.

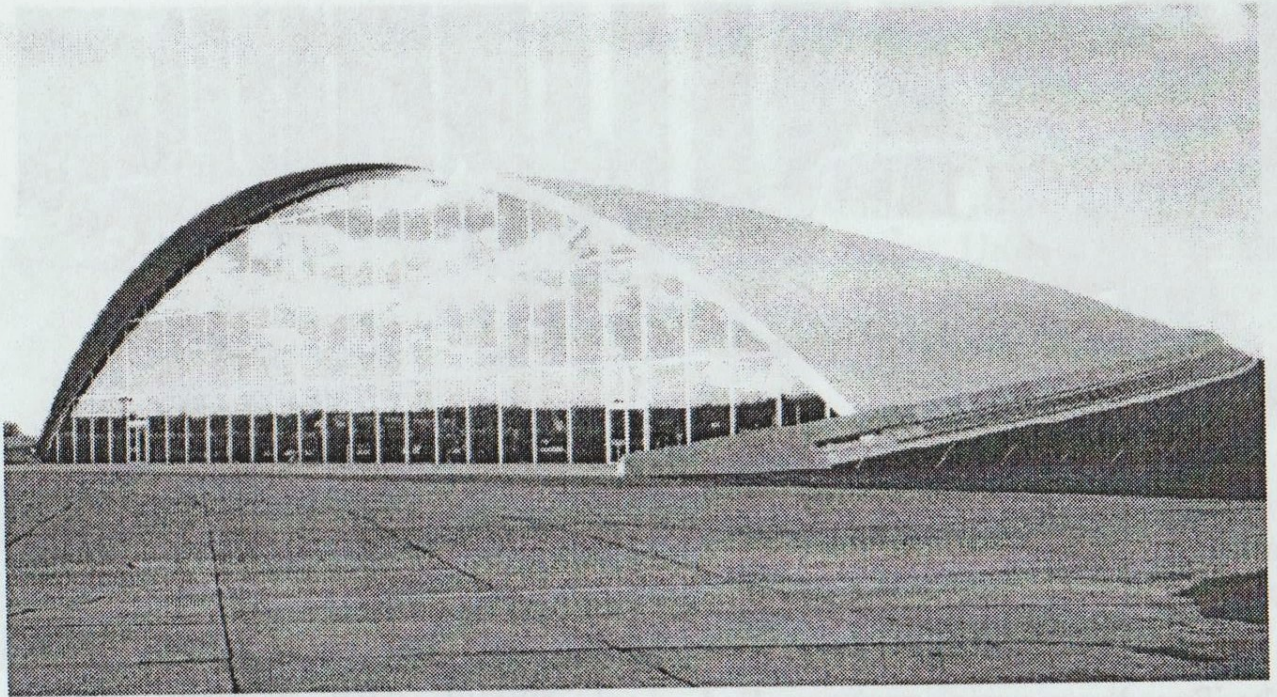
Here I met the team of John Lakey, David Wheeler (director) and Tony Mason (ex RAC rally driver and winner).

Over beer and sandwiches I was put in the picture about the following two days filming and also met the owner of an Austin Atlantic convertible - both our cars were designed to capture the American market and both had failed dismally.

On the Wednesday morning we met the camera crew of two at a nearby Little Chef car park and eventually filming began on country lanes.

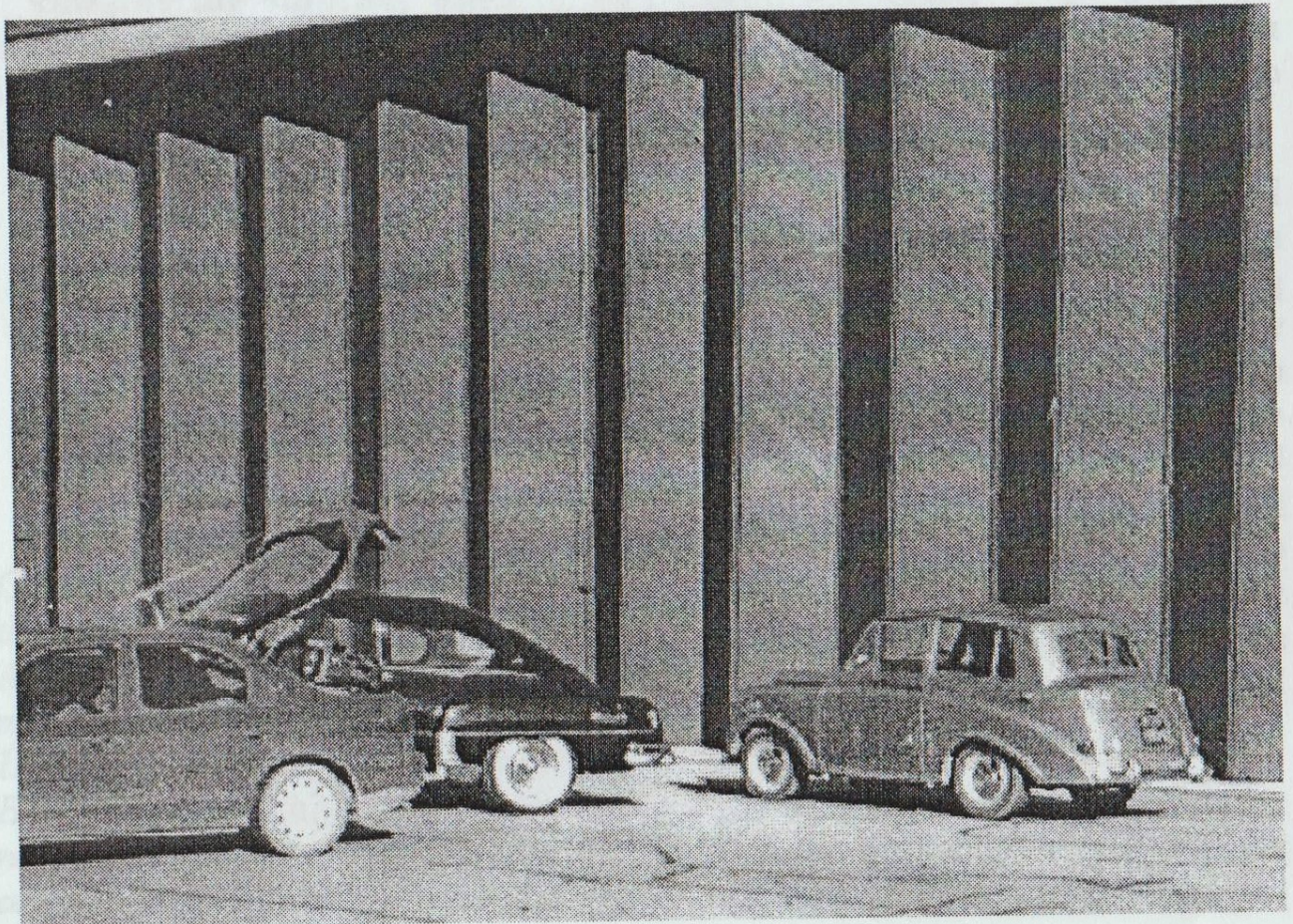
Both cars were driven by Tony Mason and although there was much hanging around, the weather was extremely kind with lots of sunshine to show off our cars with their gleaming chrome work.

FLOWER POWER

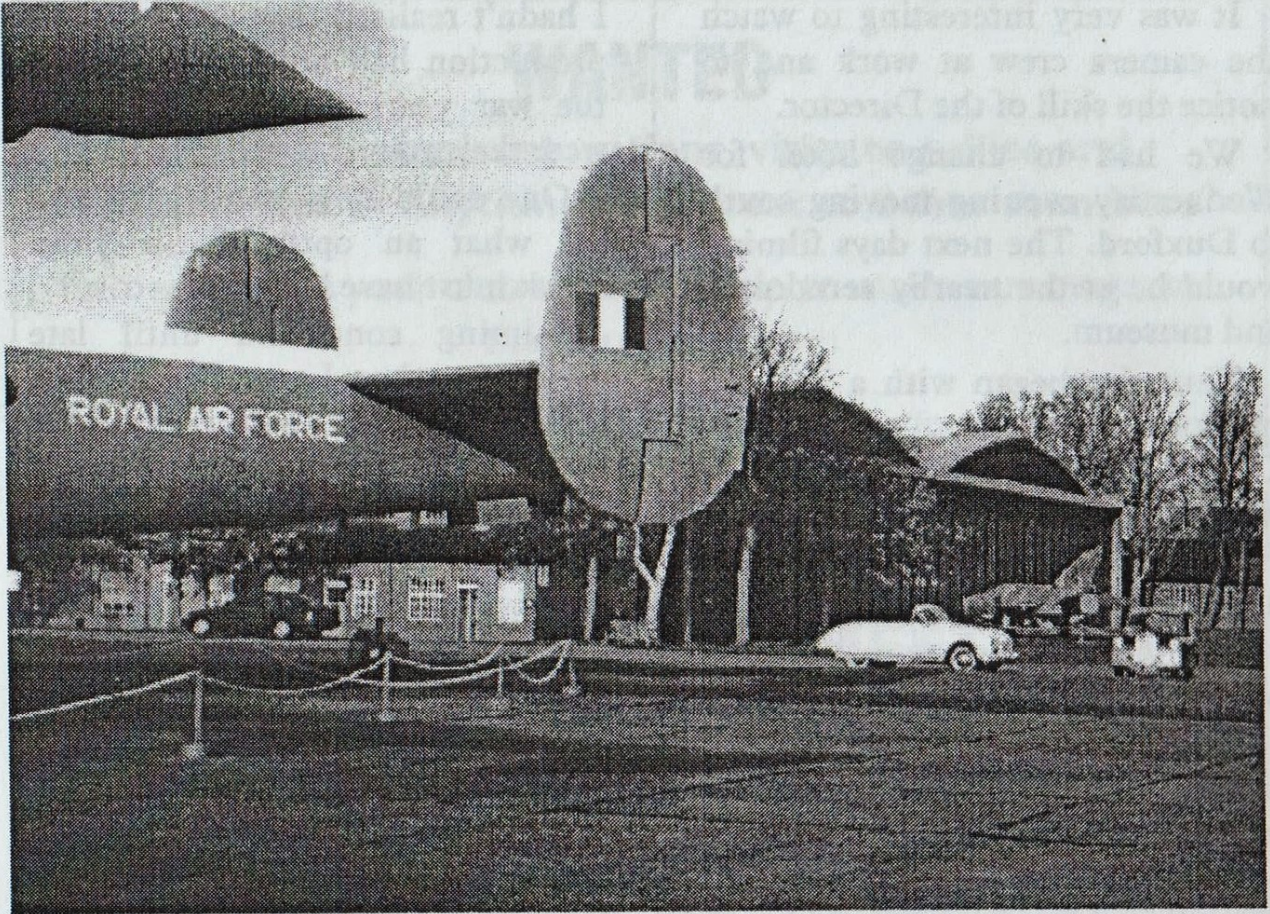


Above: American Museum — very impressive

Below: Hope this shot comes out in the programme. The camera is focussed on the hub cap of the Pontiac filming a shadow of the Mayflower as it approaches at 70-80°. The camera then swings round to the front with a head on view of both cars

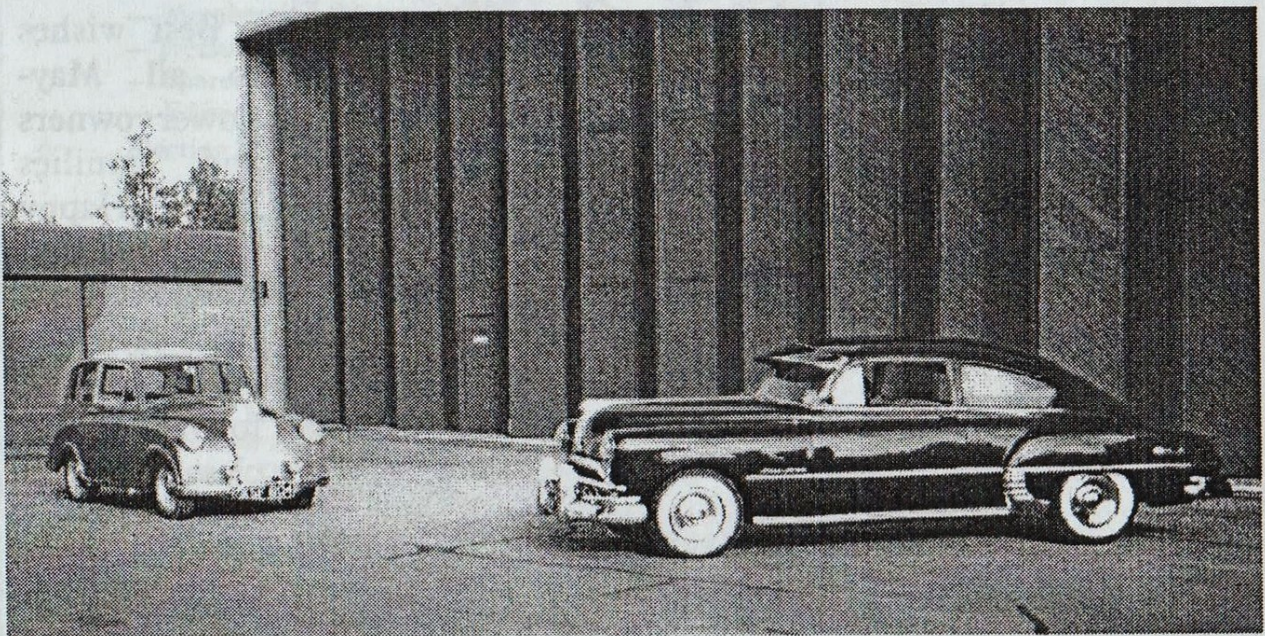


FLOWER POWER



Above: Under the tail of a Avro Anson

*Below: The Mayflower with the 1949 Pontiac,
not much to compete with!!!*



It was very interesting to watch the camera crew at work and to notice the skill of the Director.

We had to change hotel for Wednesday evening moving south to Duxford. The next days filming would be at the nearby aerodrome and museum.

Thursday began with a 7.00 am breakfast and we arrived at Duxford Aerodrome about 8.00 am where after security checking further filming took place - once again under a cloudless sky.

The Atlantic owner and myself were able to wander around while the cameras were working - an interesting museum with many examples of World War II fighters and bombers and more modern aircraft including Concorde, which we were able to walk through.

A beautiful 1949 Pontiac had now made its appearance and this of course showed quite comprehensively the opposition faced by our exporters of that time.

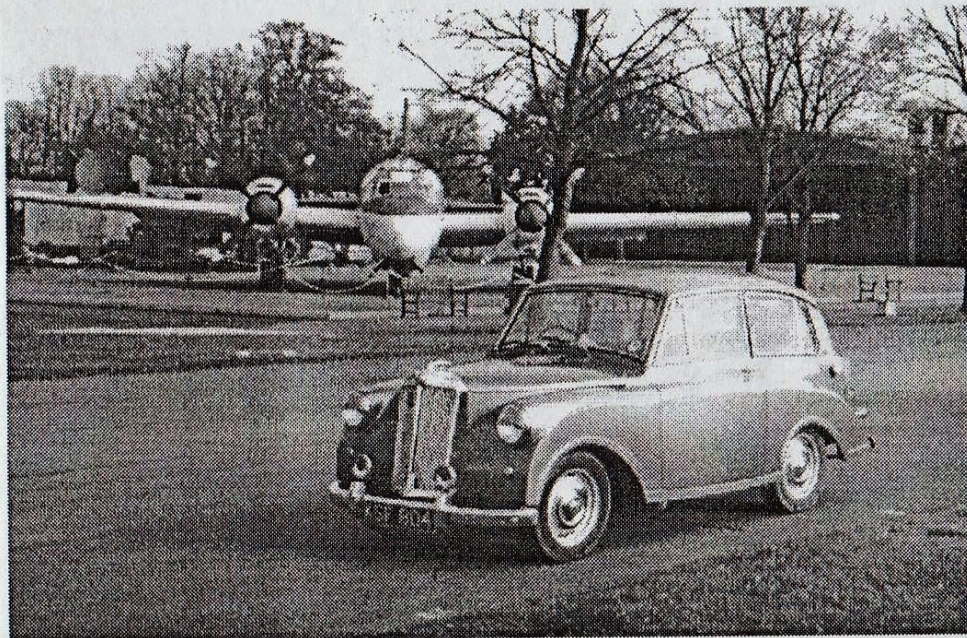
I hadn't realised that domestic car production had not ceased during the war years in the USA, such were their tremendous resources.

One could now stand back and see what an optimist Sir John Black must have been.

Filming continued until late afternoon when I was able to start my long journey north eventually arriving home after another 220 miles.

Well done Mayflower - 620 miles on the clock in two days and no hiccups at all!. I presume the two days of filming will be condensed into a few minutes and I am looking forward to see how the programme is presented and the comments of Tony Mason in particular.

I found all the people involved really super, very professional and I'm sure that as a Club we are grateful once again for the publicity and interest our car continues to generate.



Best wishes to all Mayflower owners and families for a Happy Christmas and New Year and I'm sure we are all looking forward to our classic motoring in 1999 - our 50th anniversary.

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 article to Phil Benson, Magazine Editor

NOTICE OF

ANNUAL GENERAL MEETING

SUNDAY, 21st MARCH 1999

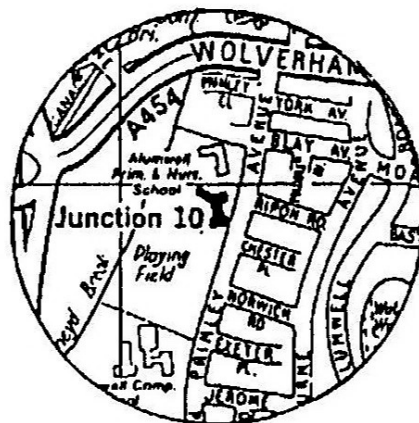
2.00 to 4.30 pm to be held at

**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.



*Federation of British
Historic Vehicle Clubs*

N E W S

International success

Announcing that the Federation of British Historic Vehicle Clubs (FBHVC) has been successful in its application to rejoin FIVA (Federation Internationale Vehicules Anciens), FBHVC Chairman Geoff Smith stated: "Our decision to rejoin FIVA was made in response to the wishes of a large number of our member clubs. It is important that we play our part in the *leading* international organisation in order that we can represent, along with other influential European states, the best interests of the historic vehicle movement to the European authorities in Brussels. Our members traditional right to enjoy the freedom of the road with their historic vehicles is the fundamental basic concept of the FBHVC.

Furthermore, the FBHVC has been recognised as the ANF (Authorised National Federation) for the UK for the next 12 months. This means that, exclusively through the offices of the FBHVC, event organisers and club members wishing respectively, either to organise events through FIVA, or compete in FIVA International events will once again have a national authority accessible to progress their requirements.

The FBHVC, as the FIVA authorised body will forthwith resume issuing FIVA Identity Cards."

This reunification with our worldwide colleagues and friends in FIVA is a further step towards unity, and re-establishes the FBHVC and the UK on the forefront of the international historic movement.

CLUB CAR BADGE

Part No. TMC156 — Price £9.00

Order from the Spares Secretary

LETTERS**Update**

Dear John (Oaker),

I am writing to enclose my membership renewal and to update you with details of my cars, which you may like to publish to fellow members in the magazine.

I originally owned MYW 622 which was blue with blue upholstery. This I sold to Reg White of Wolverhampton.

I then bought YMG 356 which was black with red seats from Mike Hurst (one of the former Editors of *Flower Power*). In March, last year, I sold YMG 356 to Gil Schneider of Switzerland (Member No 834).

However, before exporting the car, I retained the number YMG 356 and it was re-registered as XSY 842 because when it was 'exported' to Switzerland it was given a Swiss registration and Swiss plates.

Knowing this, Gil kindly allowed me to retain the original registration number. YMG 356 has now been put onto a 1952 Model "Y" MG saloon, an appropriate number for the car.

I have enclosed a photograph of the car XSY 842 (former YMG 365) wearing her new Swiss plates ZH 222 085 allocated to her after she had passed the Swiss MoT test equivalent.

Gil tells me that it is very exacting. Thanks go to Gil for



*Gil Schneiders car, formerly owned by Tim Main and Mike Hurst
(see first letter)*

sending me the photograph. I do not currently have a Mayflower, but I do have a Triumph Vitesse convertible instead. I hope this detail is helpful for your records and that *Flower Power* readers enjoy reading about my cars.

*Kind Regards,
Tim Main (Member 646)
Old Pear Tree Cottage
Crowle, Worcester*

Hardy tour

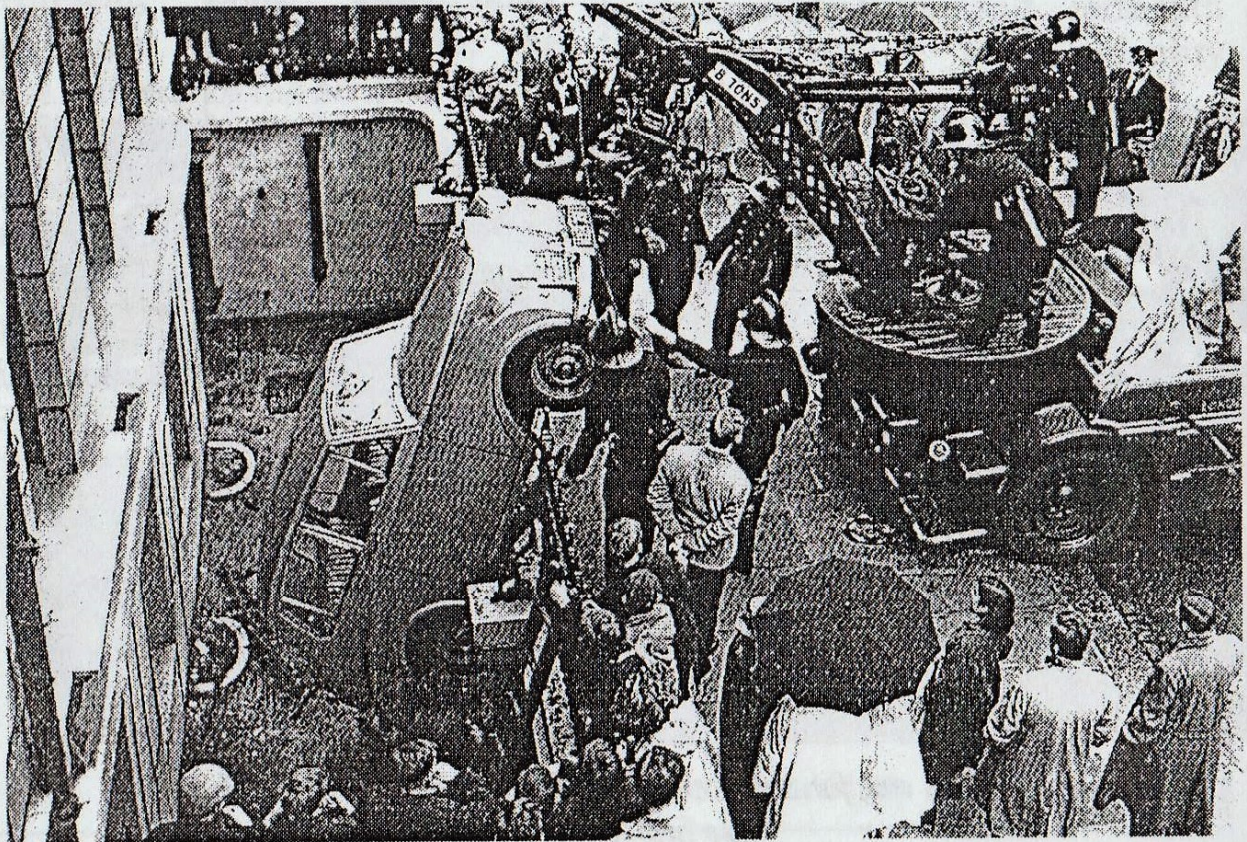
Dear Mr Benson,

Recently we took our old girl on the Thomas Hardy tour in Dorset. The tour was arranged by the Yeovil car club old car section. We got in by a whisker - 1955 being the latest date.

The route was lovely. We set off (with parents in the back) from Melbury House and then travelled through the most beautiful scenery and in the most auspicious company - notably a 1911 Buick and a Rolls-Royce Silver Ghost.

At lunch time we stopped at Athelhampton House and enjoyed a relaxed picnic in the late summer sun. This is where everyone had an opportunity to have a good look at the other cars. Isn't it amazing how many people have owned a Mayflower at some time. It usually seems to bring back pleasant memories.

At half past two we set off again through more Thomas Hardy countryside and finished at Lulworth Castle for tea. It had been a lovely day and my



mother-in-law and I had felt very regal. Well you do, don't you, as you sit gazing out over that lovely long gleaming bonnet. Who knows, perhaps next year I'll persuade them all to dress up in period costume or whatever and we can enter for a prize.

*Yours sincerely,
Margaret Merchant (Member 828)
42 Midford Road
Taunton, Somerset TA1 2JH*

L driver

Dear Phil,

Please find enclosed a "Mayflower" photograph (see previous page) taken for a London Fire Brigade booklet.

The photograph is of a 'special service' showing the Brigade breakdown lorry and extension jib - the driver of the Mayflower, a learner, had backed across the pavement knocking down railings and falling into the basement area. The driver and passenger escaped unhurt.

I have contacted the LFB and they are trying to find the original photo and send me a copy. If they oblige and I receive a copy I will forward it on to Steve Coulman for the club archives.

*Yours sincerely,
Derek Merchant (Member 828)
42 Midford Road
Taunton, Somerset TA1 2JH*

Unleaded

Dear Editor,

I'm now running my Mayflower just on 'Unleaded' using the Broquet catalyst. I'll keep you informed of progress and problems. I enclose a receipt for *unleaded* from a recent refill for Mo.

Dave Stafford

Arkansas hotline

Dear John (Gogay),

Sorry for the long delay in answering your letter. Seems time just has been flying by since our return home from England. I have just opened the box with the radio and at this point have not tried to put it in. This will probably be my next project

The British Car Club of Arkansas has had one meet and show date and this weekend we had a show meet in Memphis Tennessee.

As usual the Mayflower was quite an eye catcher. I have run into one interesting problem with the brake light system. Seems that the fuse to the brake system kept blowing out. After tracing the wire system to the brake switch on the left wheel there was no problem, but each time I connected the hot lead to the opposite side it would burn up the jumper wire.

FLOWER POWER

I finally removed the switch, and low and behold, the one side went to ground and caused a direct short.

Amazingly, Auto Zone here in the States had a replacement switch that bolted right up and bingo, brake lights work great.

I did notice in the process that I need two new flexible brake hoses from the frame to the front wheels. The ones I had replaced are too short. When the wheels are on full lock the hose is at its limit. When jacked up and turned all the way

the hose actually stops the movement. If I were to hit a bump while the wheel was fully turned it would rip the hose out of the bracket!

The pictures I took at the restaurant just before we left England did not turn out as it was too dark. I really hated it as they were the only pictures I had of Howard (Pryor). *[I hope the camera's okay!! - Ed.]*

*Best regards,
Leland Felix*

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Rally news

by Howard Pryor

FOLLOWING the great success of this year's rally it is now confirmed that our 1999 Annual Rally is at Burford Wildlife Park on Sunday, 20th June, with four clubs now participating to include the Mayflowers, Razoredges, Roadsters and the Pre-1940s, make a note in your diary now so you don't forget it.

Burford is a firm family favourite in the Cotswolds. More details in the next issue.

Gaydon is again running a Triumph Marque Day much the same as this year but without the Triumph clubs involvement in organising.

It is not known at present whether there will be club stands more details to follow.

Having attended the Triumph Forum Meeting at Enfield on Saturday, 17th October 1998, it was proposed to stage a major Triumph Show in the year 2000, this was aptly named Triumph 2000 a venue was proposed (Mirac) to whom Graham Robson is making enquiries.

It was proposed that as Gaydon was in May, STER (Standard Triumph European Rally) is in May, Triumph people would then become accustomed to a major Triumph gathering happening every year in May.

(Please let our Editor know of any Rally you consider worth a mention for inclusion in our magazine that any of our members may like to attend.)

We as a Club were formally invited to attend any or all of the major Triumph Club rallies and it was felt that any member attending would be made really welcome. This offer was also extended to all of the older Triumph car clubs.

Awards

In organising our own rallies with the giving and receiving of awards most people have their own opinions when it comes to concours cars, you either like them, hate them or don't have an opinion.

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The fact is, that the competition exists, I have as you are all probably aware, dominated the Club Concours for the past six years with our present system of judging.

At the AGM in 1999 I will be proposing a change. I have been for a long time now thinking hard for a solution that is fair to all.

We do not have a Master Class the club is not big enough, I could simply stand down, but would the winning car owner be happy perhaps knowing that maybe the better car was withdrawn,

I could also just not attend with my car, but with 19 cars attending this year we are very close to a record and one car might make the difference, also I do not wish to hide my car away.

I have what I think is a solution, I propose with the amount of cars now attending we set up a concours judging sheet with points for each section. For example, interior, exterior, engine bay, and so on to be judged by a panel of two or three judges, one of the judges being the previous year's winner.

I also propose not only for the Concours Shield but all our awards that these awards can only be won for two years in succession, the third year they are withdrawn, but can stand again for the fourth and fifth.

Now if a car has won for two years the winner of the award is bound to return it in which case he

or she should attend in their dormant year and then the year after is back in the running, hence should attend again.

I would welcome any or all comments regarding the above and hope to include it for discussion at the AGM where the committee will makes its judgment.

I am convinced that awards are necessary. The simple answer would be to scrap the lot and not have awards, but my opinion is this would be detrimental to the club.

Opinion

I have set out one solution, I am sure there are many more, but I cannot think of any. Please, please, please can I have your opinion, it really does matter.

It just leaves me to say I and also the club have had a fantastic year, I have enjoyed meeting and talking to everybody, helping with the technical bits (where possible) and look forward to the 1999 Rally season so I can do it all again. Merry Christmas and a Happy Mayflowering New Year.

Howard

PS — I have just recieved my personal invitation for Mabel and myself to attend the 1999 Alexander Palace London Classic Car Show, we are short listed for the Autoglym stand as winners of our section at one of the Greenwood's Exhibition Shows in 1998 and eagerly await to see if we are selected

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CLASSICS

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THE LONDON CLASSIC MOTOR SHOW



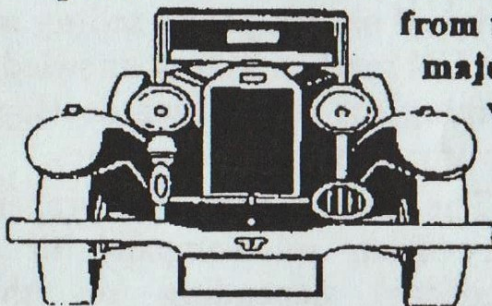
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More on fuel

The following statement has been obtained by Jim Poole (member 743) from a representative of BP Oil in November 1998 with regard to their position on leaded fuel given the forthcoming changes in legislation.

"As you are aware the long term plans for leaded fuel are that by 1st January 2000, it will be illegal for us to sell leaded fuel. This will mean that from the middle of 1999,

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leaded fuel will be phasing out, and it is my understanding that leaded petrol will be difficult to obtain.

There will however be a derogation to sell 0.5 per cent of the total volume of fuel as leaded, but this will not be available on forecourts, but be sold to specialist groups in bulk form.

In preparation for this, there is currently under review a specification for a lead replacement petrol which will be an unleaded grade with a valve seat recession additive, either potassium, sodium or phosphorus. This is intended to replace leaded petrol.

BP's position is unclear, either we will market a lead replacement gasoline or a separate additive for use with unleaded fuel, either way, there will be an alternative available for those cars that will still require leaded fuel.

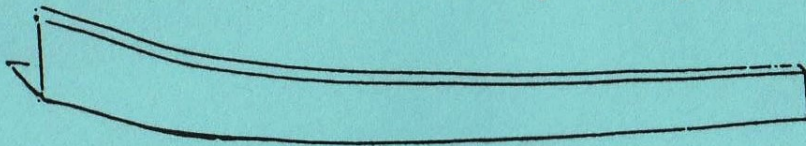
The BSI have almost completed work on the new specification which appears to be largely the same as for leaded petrol, but naturally the lead is replaced with one of the above components

This is at the moment a British Standard only, and will be adhered to by all oil companies selling into the UK market. To my knowledge, nothing has as yet been developed for other European Countries.

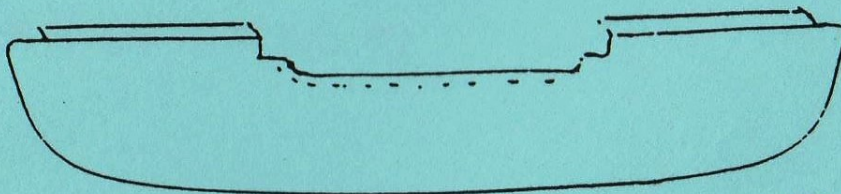
The launch date will probably vary from oil company to oil company, depending on their marketing strategies. BP's launch date has not been finalised as yet"

Classic Car Sills

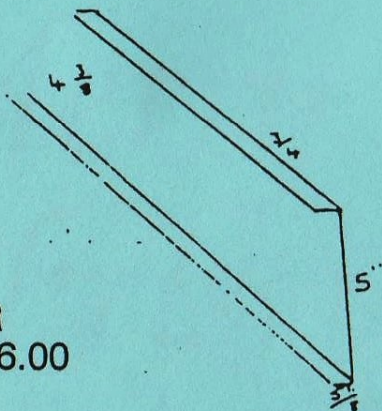
Parts for the Triumph Mayflower



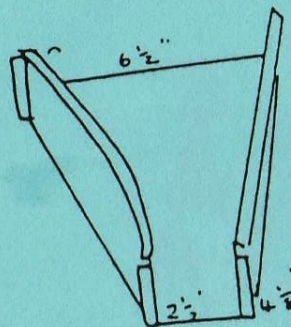
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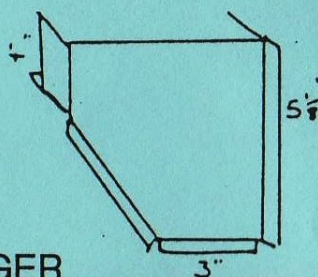
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APRON £45.00



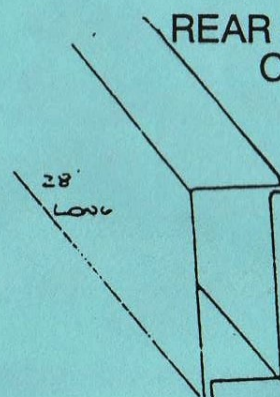
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