

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 1999 No. 93

*Howard!!  
Don't be silly! You  
don't have to clean  
the engine from inside!!*



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1998-99

|                                     |  |
|-------------------------------------|--|
| CHAIRMAN                            | Peter Benfield<br>Low Beck, Cow Lane, Middleton Tyas<br>Richmond, N. Yorks DL10 6RG                      |
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| ORDINARY MEMBER No. 1               | Tony Thorpe  |
| No. 2                               | Forbes Alexander   |
| No. 3                               | David Miller   |
| No. 4                               | Paul Norton  |

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*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: Picture from the Rally*

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EDITORIAL

## Another year

ANOTHER SUMMER will be nearly through by the time you read this. It is late August as I prepare this edition and already, the evenings in England begin to darken soon after 8.00 pm.

Our summer weather has been very mixed up. A few nice spells and a few very wet spells with a lot of drab grey days in between. Well that's how it seemed to be to me. I kept expecting NTA178 back from the painters, but to date still no sign of a return!

Mayflower days out in JBD 807 generally fell into the nice spells - or did we just not go out when the weather was wet and soggy? I feel very sorry for those show organisers who found that 'their' weekend was a bad one and turnouts were low.

### Annual rally

Our annual rally was blessed with sunshine for most of the day. We drove up on the Saturday and went to the pre-rally dinner that evening which was held in the Inn that we were staying at. This gave me a chance for once to have a late night drink in the bar and a natter when the meal was over.

On the Sunday morning we left the Inn in a convoy with six Mayflowers proceeding about eight Roadsters. Our drive to the

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PARTS

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(DAYTIME) 01430 860653

Cotswold Wild Life Park through leafy lanes was a great thrill.

All too soon we had covered the five miles or so and were driving into the Park. It is such a beautiful setting and the four clubs organisers' and their helpers had been very busy the previous day marking out areas for all four clubs and for club 'visitors' in other Triumph or 'Classic' cars.

The Mayflowers in the convoy parked up in our club's area, which soon started to fill up as other Flowers arrived. Lunchtime saw 18 present.

In the morning we found time to have a walk round the park and see the wild animals. In the afternoon we judged each others cars and took the opportunity to meet and greet old friends and new ones. At four we held our presentation ceremonies and by five-thirty most of us were on our way home.

When I bought my car (JBD) in 1987 I found in it a 1978 Rally plaque from Burford. The previous owner must have taken it there. It was nice for her to have gone back again when we revisited the venue this year.

It will be 50 years next year since Mayflowers first came off the

production line. Already, the committee is making plans for our 'best ever rally'.

We'll have to go some to top this year's, but with Howard at the wheel it will be done. Do try to be there with us.

A final word . . . Congratulations to Steve Coulman on the Spring *Flower Power* - his first magazine for the club. I'm sure he will go from strength to strength and will keep me on my toes to push standards ever higher. Help him and me by sending in your contributions.

## **1950 TRIUMPH MAYFLOWER 'ROLLING SHELL'**

### **PRESENT OWNER UNABLE TO COMPLETE RESTORATION**

The car has been partially stripped down and much work has already been done. The car is very solid and needs tender loving care, a respray, and the engine and gearbox checking and possibly overhauling prior to refitting. Doors, boot and bonnet are on but some glass is out. The original log book and V5 are available and there is a photocopy of the service manual to come with the car, which is complete but needs a replacement steering wheel and gearchange lever. The car is on its own wheels and can be easily trailed away.

*For more details contact David Russell:*

**33 Eight Acres, Beacon Hill, Hindhead, Surrey GU26 6RY**

**Telephone 01428 604976 after 6 pm**



*Federation of British  
Historic Vehicle Clubs*

**NEWS**

## **FBHVC endorses AGM - Sunday 31st October 1999**

The Triumph Mayflower Club is affiliter to the above institution, and is invited to send one representative to the AGM to be held on Sunday 31 October 1999 at

Paulespury near Towcester,  
Northamptonshire - lunch  
available at £10 per head.

If anyone in the area wishes to volunteer to attend as our club representative, please contact Phil Benson on 01737 772202 by 10th October so that an application form can be sent out by this club in your name.

## **1953 BLACK MAYFLOWER FOR SALE**

Present owner for 10 years has undertaken fairly complete restoration of the vehicle including Engine and Gearbox rebuild, rechroming, refurbishment and respray of paintwork, full mechanical overhaul of brakes, suspensions etc. etc. This is a very nice car with probable but not proven low mileage.

The interior is very nice and the seats, knobs etc are in excellent condition. This car will not disappoint. The only welding that has ever been needed is minor repairs to the sills. The owner will MOT the car once a sale has been agreed.

Open to offers — let's start talking in the region of £3,000. *For more details and to arrange a viewing contact:*

John Blundell, The Jays, 58a Ormskirk Road, Skelmersdale  
Lancashire WN8 8TR

Telephone 01695 721130 after 6 pm.or at weekends

## **CLUB CAR BADGE**

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# Chairman's report

MANY THANKS and congratulations to all Mayflower owners who attended our combined Triumph rally at Burford Wild Life Park in June helping to make it one of the most successful and relaxed gatherings I have ever experienced.

The weekend proved a great success with the Saturday evening dinner once again bringing members of all four clubs together in an informal atmosphere with good wine and an excellent meal.

It was a great evening and I'm sure all members present would like to thank Howard for the excellent fare and organisation.

I always consider Burford the ideal place for a rally, reasonably central and so easily accessible for most club members, with plenty to offer family members present and yet be detached from the main throng of visitors.

The weather improved considerably after some early morning rain with the sun breaking through by eleven making conditions quite ideal.

We could so easily have exceeded our 19 cars at Kimbolton the previous year if a few more of our 'regulars' had been present, but the absence of their cars was offset by several cars and owners making their debut as it were.

## 1953 BLUE TRIUMPH MAYFLOWER FOR SALE

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MoT until January 2000

The car is in good overall condition and is in daily use. Much money spent recently on new parts and a full engine rebuild. This car comes with a hoard of used spares including an engine, two gearboxes, three pro-shafts, two LH & two RH front suspension assemblies and brakes, plus lots more.

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2 Kipling Close, Bicester  
Oxfordshire OX6 8YW

For personal reasons I was delighted to see 439 HYO once again with Norman Ward taking great pride in his new acquisition. I think this is the fifth Mayflower that he has owned and I'm sure his efforts during the coming winter will make this vehicle one of the finest in the club.

Everyone enjoyed meeting Don Butler with HTP 456 and we were all intrigued by his continental trip with a car which had been laid up for so long a period. Even more intriguing was his water-filtering device - perhaps a little Heath Robinson but very effective nonetheless.

There seemed so much to view during the afternoon that time passed by all too quickly - each car

seemed to provide at least one topic of interest; the air speedometer of Mervyn Sanders; the Redex attachment to the steering column of Steve Coulman; the excellent respray of Tony Thorpe; the first appearance of PTE 976; the wonderful condition of the original rubber flooring of Derek Merchant's car JWV 612; an endless variety of interest on virtually all the cars present.

Such was the enjoyment of the day that all agreed that time had passed all too quickly with so much to absorb from our own May- flowers without the splendid and sometimes glittering array of Triumphs from the Pre-1940 Club and the splendid Renowns and Roadsters from their respective Clubs.

It was quite wonderful to have members of the family of the late George Jeary present together with Tony Beadle Editor of *Triumph World* to enjoy the day with us and to help to present our prizes at the end of the day. We look forward to seeing them at future rallies.

I feel that if we could somehow harness the enthusiasm and member attendance from Kimbolton and Burford we could manage a truly spectacular rally in the year 2000.

Proposals for next year will no doubt be coming to the fore in the next few months and I'm sure that the Committee would welcome *your* thoughts on the subject. Why not ring someone named in the front cover of this magazine and have a chat!



*A bit of judging at the Annual Rally*



You will see elsewhere that there is an *open* Committee meeting in Walsall on Sunday 28th November to form up plans for next year's rallies. Please try to come if you can.

My own Summer activities have been curtailed by a house move but I did manage to attend the Mellerstein Rally in early June where once again John Burgess and Iain Watt enabled us to provide a trio of Mayflowers at this annual event in the beautiful Scottish Borders.

The weekend proved to be a very wet one which spoilt the Saturday afternoon 'Regularity Run' but Sunday afternoon the sun finally shone on us in time to show off the 800 cars present.

I hope all members will make good use of the coming winter months to work hard on their Mayflowers with the aim of making our 2000 Rally a great and memorable occasion. Surely 50 years of Mayflowers on the roads is something to celebrate with like-minded individuals.

## **TWO INTERESTING BOOKS RECENTLY PUBLISHED**

### **The Burke & Price Guide to Motor Museums of the British Isles & Ireland**

ISBN 1-901295-39-7 Price £9.99

### **A Collector's Guide to Automotive Mascots**

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# Its a classic — and goes from strength to strength

THE International Classic Motor Show, now in its 17th year, is set to attract a record number of visitors as the increasingly popular November event approaches.

With the continued support of Footman James, the enthusiast's insurance broker, and support from *Classic and Sports Car* magazine, the show on November 6-7th features many new attractions and events especially for 1999.

## Success

Mike Kennington, Exhibition Manager for the organisers, Centre Exhibitions, a member of The NEC Group said:

"Following the success of the 1999 May Classic, we are expecting the November event — renowned as the friendly show — to attract in excess of 30,000 visitors over the two days."

*Classic & Sports Car* is to host a new awards ceremony at the show to which all club exhibitors are welcome.

Based in the Salamander Suite, the awards will recognise not just the stands at the show, and the achievements of clubs and

individuals over the last year, but also the cream of the cars on display at the NEC.

## Highlight

The highlight of the evening will be the presentation of the second Classic & Sports Car Club Personality of the Year Award. See the magazine for entry details and regular updates.

Interest from potential exhibitors already grows year on year, and applications for Club members from over 170 car clubs confirms the importance of this show to the Classic Car movement."

Special attractions include: three major concours finals, Autoglym, Jaguar and American Classics; celebrations of 100 years of Fiat and 40 years of the Mini. A major Ford feature will include cars ranging from the Model T to the latest models.

The International Classic Motor Show is held at the NEC, Birmingham and is open from 9.30 until 5.30 pm daily.

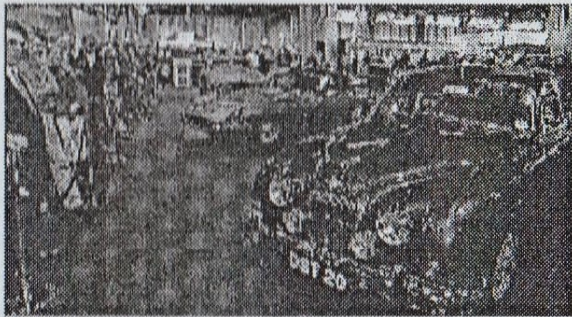
Tickets cost just £8.50 for adults, with concessions available for car club members (in advance), children and over 65s.

Exhibition space can be reserved by contacting Tracy Hawley on 0121-767 3812 and entry tickets booked by telephoning the ticket hotline on 0121-767 4767 (there is a small charge of 50p per transaction and car parking costs £4.00).

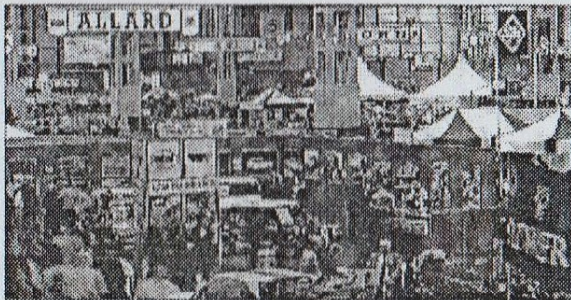
# CLASSIC MODELS GALORE !

The Classic Motor Show at the beginning of May offered a fantastic feast of beautiful classic models...

...including the ever popular Jaguars of every description.



With over 100 car club stands the weekend was a huge success.



The next date for your diary is

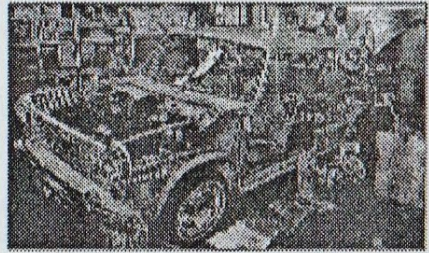
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Transaction fee 50p per banking

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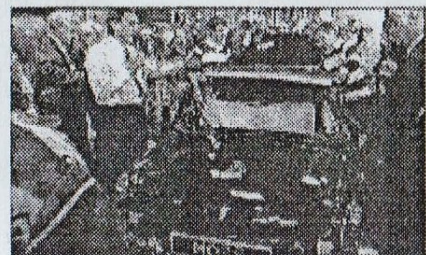
The NEC, Birmingham



... some were naked ...



... some were small ...



... some partially dressed ..



... some very big ...



... some only in dreams ...

*Rally report*

# The best one yet

**The Early Triumph Clubs Rally  
by Phil Benson**

ON SUNDAY 20th June 1999 the members of four clubs gathered together at the Cotswold Wildlife Park, Burford, Oxfordshire with their families and cars, their pride and joys.

The four clubs making up the rally were as follows: The Pre-1940 Triumph Owners Club; The Triumph Razoredge Owners Club; The Triumph Roadster Club; and of course, The Triumph Mayflower Club.

The efforts of two people were mainly responsible for getting this project off the ground and I have

## WANTED YOUR LETTERS

Please send your stories about anything connected with our cars

Steve Coulman is editing the next magazine so please send them to him at:

**23 Park Street  
Messingham, Scunthorpe  
South Humberside DN17 3RU**

no hesitation in naming them and thanking them on behalf of everybody who turned up that day. Bob Fitsall, Triumph Roadster Club; and Howard Pryor, Triumph Mayflower Club.



*Peter Benfield leading part of the convoy from the New Inn*

FLOWER POWER



**The Pre-Rally  
Dinner on  
Saturday  
evening  
at the  
New Inn  
Lechlade**



*A face to a name!!  
From top left-hand:  
Howard Pryor,  
delivering his speech!! which,  
for some reason, was constantly  
interrupted by his mobile phone;  
the Gogays;  
the Benfields with the Bensons;  
and the Oakleys*

Of course many others contributed their efforts both before and on the day and they also deserve our praise and thanks.

For the record, the owners (and member numbers) with May-flowers who were present were as follows: Peter Benfield (409) with

KSF 804 who came via a holiday in Anglesey and so did 556 miles to attend; Paul Norton (462) with HTH 719 who did about 50 miles.

Brian Barker (810) with VFF 517 who drove 115 miles from Nottingham; John Robertson (593) with JOW 266 from Cullompton a

## FLOWER POWER



distance of 142 miles; Don Butler (872) with HTP 456 from Thame who did 51.2 miles exactly.

Howard Pryor (551) from Barnet with NLO 739 who covered 95 miles; Geoff Evans (876) with XAB 180 from Redditch, 48 miles; David Roberts (854) with DFB 827 from Hanley Swan, Worcestershire, 50 miles.

Norman Ward (374) from Alfreton with 439 HYO with 123 miles clocked; Dave Miller (833)

from Belper in XSY 832 claiming 'about 100 miles; Steve Coulman (785) from Scunthorpe in XMG 7 with precisely 178.9 miles clocked!

Mick Brooks (850) in DTE 976 from Bicester who only needed to come 25 miles; Mervyn Sanders (832) driving ONN 153 a total of 40 miles from Newbury; Christopher Naish (647) in CSN 107 from Wantage, Oxon, just 20 miles away; Phil Benson (490) in JBD 807 from Redhill, Surrey,



*Top and bottom: some of the Mayflowers on display at the rally*



*Top Six: Howard Pryor; Paul Norton; Tony Thorpe; Peter Benfield; Norman Ward; and Steve Coulman*

covering 104 miles; John Oaker (715) in ABU 358 from Walsall driving 87 miles to Burford.

Derek Merchant (828) in JWV 612 from Taunton driving 136 miles; Tony Thorpe (789) in the much improved NLM 888 from Burton on Trent, 90 miles.

Several other members attended including John Gogay and Tony Booth who were unable to bring their cars this year.

From the other clubs about 10 Razoredge, 40 Roadsters, and 25 Pre-1940 cars attended. In addition there were about 15 various other classics that arrived on the day with club members and invited guests.

The venue was excellent and spacious and the sun shone for most of the day. A happy and friendly atmosphere was sensed by all. The animals in the park provided entertainment and amusement for wives and offspring alike and refreshments were readily available. The miniature railway enjoyed excellent custom from young and old alike and the gift shop traded well on the day.

At four o'clock the Mayflower club members gathered for the awards ceremony.

The *Concours Award* went once again to Howard Pryor in the immaculate NLO 739.

Five other excellent cars were duly recognised in the 'Top Six':

FLOWER POWER





HTH 719; NLM 888; KSF 804; 439 HYO; XMG 7.

Mike Jeary, the son of George Jeary, and Mrs Jeary were present on the day and duly presented the 'George Jeary Award' for the most original Mayflower.

Sadly, George had passed away the previous year.

Jim Smethurst retired as Secondhand Spares Secretary at the AGM in March and so was

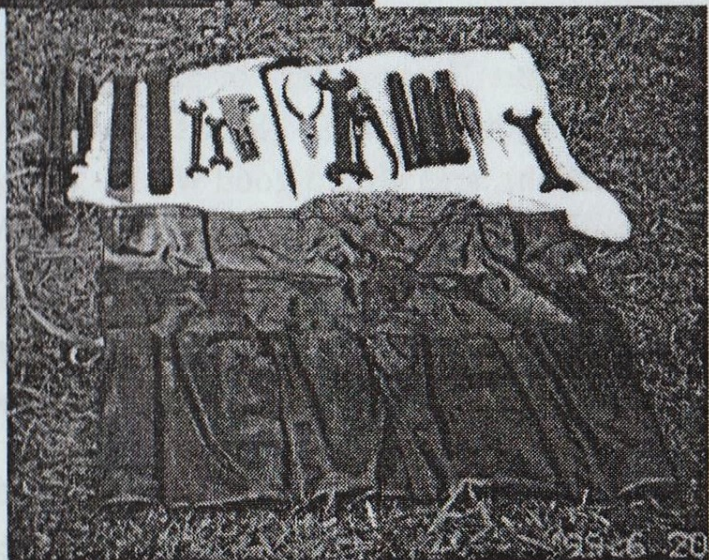
presented with the *Chairman's Award Cup* in recognition of much hard work whilst in the post.

The *Club Achievement Shield* was presented to John Gogay for his work for the Club over many years.

[The above account of the rally seems very formal and factual. I would love to receive a member's own impression of the day in time for publication in the next magazine. Please do write in.]



Mrs Jeary presenting the 'George Jeary Award' for the most original Mayflower to Derek Merchant from Taunton and pictured far right is the tool kit from the car which was of great interest to members as these tend to be slightly different from car to car



# Mayflower goes to Felixstowe

by Val and Frank Webber

MAYFLOWER IS a discerning lady. Her usual haunts are the likes of my Art Club car park or the front drive of one of my writing group. Occasionally she might do a little light shopping or visit a nearby friend. Very occasionally she has to go slumming down at the local council refuse tip. Quite put out she is, but since the council installed a height barrier at the tip big brother 'Camper' can't get in and garden refuse has to be disposed of somehow.

Mayflower always creates a lot of interest and is greatly admired, wherever she goes.

Just occasionally she is spruced up and taken to a car show. She's not a gloriously restored vision of delight, but wears her original black coat, which still gleams in the sunlight, and after a good wash and polish really looks good.

She sports the original, now somewhat worn, leather-cumfabric interior. Only the door panel linings have been replaced, and some of the little white plastic knobs. My husband made the replacements, turned on his lathe from hard nylon block, very effective. He'll let you have a write up on the pros and cons of such a venture.

So it was that on Monday, 3rd May, 1999 Mayflower, duly polished and dusted, set off to take part in 'The Felixstowe Historic Vehicle Road Run'.

The event is organised by the Ipswich Transport Museum and vehicles of all shapes and sizes from vintage motorcycles to tanks gather at Christchurch Park, Ipswich before commencing the run to Felixstowe.

## Up early

Mayflower had an appreciable run from home, which is at Leigh-on-Sea in Essex, before arriving at Ipswich. So we were up early and on the road by soon after eight o'clock in the morning.

We, husband Frank and me, decided not to blast up the A12 (Mayflower isn't really the sort of

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vehicle to 'blast' anywhere, she's better at knocking along at a reasonably genteel pace). Instead we took the quieter roads to the picturesque little port of Maldon, through the strawberry growing area of Tiptree to Colchester before taking the old Ipswich Road which winds its way through Constable country to cross the River Stour into Suffolk at Manningtree.

We arrived at the Park well on time; it was about 10 am and we were just ready to break out the picnic hamper for morning coffee and biscuits, very civilised.

## Hello

No sooner had we settled on the grassy bank beside Mayflower than a fellow motorist accosted us. "Hello, that's mine back there," he gestured. Our gaze followed his outstretched arm and we saw a very pristine deep maroon Mayflower just a few cars behind us.

"How's yours running?" he asked. So the morning of chatting and of exchanging views and experiences had begun.

Two hours on and owners were returning to vehicles, engines were leaping into life, and we were off. The Mayor of Ipswich led the vehicles away and soon we were out onto the Felixstowe Road for the 14-mile run.

The route was lined with enthusiastic onlookers who would wave as we passed. We were being followed by a 1928 Lagonda and whenever people waved, which was

frequent, the driver would sound his two-tone klaxon and a great cheer would rise from the spectators.

Once out of Ipswich on the open road the cavalcade made good speed and in no time we were at Felixstowe and filing down onto the esplanade.

Soon vehicles were parked, nose to tail, the entire length of the promenade; nearly 400 examples of historic transport dating from 1906 to 1969.

Mayflower came to rest alongside the beach with a natty little Riley in front and a beautifully restored Ford Anglia behind her.

The weather had been kind to us, a lovely sunny spring day, only a rather stiff onshore breeze holding temperatures a little lower than we would have liked, but it didn't prevent us from picnicking beside Mayflower with our feet resting on the soft sand of the beach.

## Promenade

The promenade became packed with sightseers, all scrutinising the assembled machinery with much interest and delight.

"That's the first car I owned." Or "I always wanted one of those," were the kind of comments overheard and it was gratifying to listen to some of the stories visitors would retell about vehicles they had once owned.

By four o'clock with presentations made and prizes awarded it

was time to be thinking about the homeward journey. Once we managed to extricate Mayflower from the masses of onlookers still thronging the esplanade we headed for home retracing our morning route.

Mayflower had behaved beautifully (as if she would ever consider doing otherwise!) and never missed a beat. It had been a perfect day out and certainly made a change from the trips around town to which Mayflower is more accustomed.



*Val Webber with Mayflower at Felixstowe*

## **CLASSIC CAR SILLS**

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01480 477530 (Works)**

LETTERS**Thank you**

Dear Phil,

Many, many thanks for sending me the magazine showing photographs of my dad (George Jeary) presenting the trophy given in his name.

For two weeks after the presentation he was still 'over the Moon' about it. It was one of the few times my dad was ever formally 'appreciated', yet I wish I had a £1 for every time a 'so called friend' persuaded him to do a little electrical job for a pittance. We've not seen many of those friends since he died!

**Honoured**

I would also like to say how honoured my mother and myself were to be asked to present the trophy this year. We had been looking forward to the event and anticipating how it would feel - the reality was far better than the dreams.

Walter Belgrove was often thought of as the only 'brains' in Standard Triumph. However, my

father told me a funny story of how, when he had perfected the mechanism for the dual-control Mayflower, Walter had tried to take the credit for it.

He also told me about Harry Webster having fitted a fuel injection system to a Standard 10 about 1955 that went 'off the clock', ie, did over 90 miles per hour and yet gave 60+ miles per gallon!

So Harry must have had his share of brains too. I believe my father had a film of the fuel injected Standard 10 somewhere. I wonder if the Japanese would have taken more interest in the system than Standard Triumph did?

Finally, can I appeal to your members. If anyone in the club took any photos of my dad making his presentation at the 1998 rally I would appreciate the opportunity of making a copy of them.

Once again, thanks to everyone for a lovely day. Hope to see you all again next year.

*Mike Jeary  
30 Burbages Lane  
Longford, Coventry CV6 6AY*

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**CAR RADIO**

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# Brussels won't scrap your classic

*In this article, first published in the Daily Telegraph "Motoring" Section, and reprinted in the FBHVC Newsletter with their permission, (and subsequently here courtesy of the FBHVC Newsletter) Lord Montagu, President of the FBHVC, explains how the proposed EU rules on the disposal of "end of life" vehicles will do no harm to enthusiasts.*

DURING THE past months a rather absurd campaign has been mounted against the proposed End-of-Life Vehicle Directive currently being debated in Brussels. This has been by people who claim it would have a serious effect on the future of classic cars as a result of the draconian rules it would contain.

The people saying such things — it was reported at length in the Sunday Times, for example — should know better.

The alarm bells started ringing because of an incident in Germany, where local legislation led to some unrestored cars being scrapped. The facts, however, are these: more than 1.5 million vehicles reach the end of their lives in the UK each year.

The aim of the proposed directive is to increase the

proportion of each scrapped vehicle that is recovered, to ensure that hazardous materials in the vehicles do not go to landfill and to encourage manufacturers to make vehicles more recyclable in future.

The directive will also require end-of-life vehicles (ELVs) to be taken to authorised dismantlers. This means that illegally operated or unauthorised dismantlers who do not dismantle vehicles properly will lose their supply of ELVs.

## Historic clubs

When the directive came to the notice of historic clubs and their members more than six months ago, I raised the matter in the House of Lords and, later, read out a statement from Lord Simon of the Department of Trade and Industry confirming that the directive does not stop private individuals from keeping or restoring vehicles as it only applies to those vehicles defined as waste — in other words, vehicles the owner wishes to discard.

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It is absurd to suggest owners will be forced to scrap their vehicles and there is no question of inspectors being authorised to require them to do so. Vehicles and spare parts that owners wish to keep on their property will not be taken away.

There is, of course, no difference if a vehicle is in a museum or private hands, nor is the age of the vehicle relevant. Naturally, if a vehicle is abandoned in a ditch and starts spilling out oil near a primary school, for instance, it will be removed in accordance with legislation that is already in place.

A few months ago the European Parliament passed some amendments to exclude historic vehicles from the directive. These were not supported by ministers in Brussels as they felt such a move was unnecessary, given that owners will not be forced to scrap any vehicles they wish to keep. In any case, the amendments were so badly drafted as to be unacceptable as no resolution could be decided as to what constituted a vintage car.

The situation now is that the directive comes up for final approval on June 24. It is possible amendments might well be suggested again. Because of pressure from Germany, where the directive is now thought to be too strict, I understand the final approval might be delayed a further three months.

My advice to historic vehicle owners is to remain calm and rely

on the undertakings of the present government not to harm their hobby.

A final word from a spokesman for Ritt Bjerregaard, the environment commissioner, who said: "This is typical of the anti-Brussels stories that are always appearing in Britain."

I agree with him, although it behoves us all to be eternally vigilant. Let us keep our undoubted firepower for a real rather than an imagined threat.

## Update

*by Geoff Smith, Chairman FBHVC*

The latest news from FIVA on the EDV directive is that a meeting of the European Environment Council took place on 24 June in Luxembourg, after which the following press release was issued:

"Further to its conclusions of 11 March 1999, the Council once more dealt with the draft common position for a directive on EDVs.

After a frank discussion, the President of the Council issued the following statement:

'I note that there is a blocking minority against the current draft. A common position is therefore impossible today.

I note that the Council sees the possibility of a compromise and that the Commission does not fundamentally reject this possibility.

A solution could consist of bringing forward the date of entry into force of the obligation to take back new vehicles and postponing the date in respect of vehicles already on the market.

I note that the incoming Presidency intend, in agreement with the Commission, to schedule a further discussion of and a decision on the draft Directive within the Council.'

We understand the Chairman of the meeting was the German Minister of the Environment. Nevertheless he is the one who proposed to postpone any discussion of the text of the directive, which therefore remains as a future project and not as an applicable piece of legislation.

Apparently his initiative was prompted by the German Volkswagen Company which does not want to see the directive in force since it would oblige the car manufacturers to pay for the compulsory scrapping of their vehicles at the end of their life.

It is important to note that the draft Common Position on the

directive put to the Council was virtually in the form suggested by the Commission (i.e. without the European Parliament's amendments). This means that the changes suggested by FIVA, FIA and other bodies have apparently been ignored.

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## No agreement on LRP standard, says BSI

In reply a letter from FBHVC President, Lord Montagu of Beaulieu, the British Standards Institution states: "On the recommendation of the Chairman of the BSI Committee responsible for the proposed new Standard on Lead Replacement Petrol, it has been decided that no further work should be carried out. Because the representative of the Petrol Retailers' Association will not agree to the proposals for pump marking, there appears to be no possibility of consensus."

The BSI has requested the assistance of the FBHVC, which is represented on the BSI Committee by Peter Henley of the VSCC, in resolving this impasse. It should be remembered that the FBHVC was recently commended in the House of Lords by Transport Under-Secretary Lord Whitty for its initiative in testing lead replacement additives.

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**SUNDAY 28th NOVEMBER 1999**

## **RALLY 2000 PLANNING MEETING**

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LIGHT REFRESHMENTS WILL BE PROVIDED

## **Rally report**

*by Howard Pryor*

WE NEARLY broke our record with 18 cars eventually arriving at Burford for this year's rally to compliment the field of 25 pre-1940s, 35-40 Roadsters and nine Renowns and visiting classics.

The rally site was set as a square divided into four equal squares with each club having one section to display their vehicles.

In the centre was Rally Control with the free hot drinks run by the ladies of the Renown and Roadster clubs.

The raffle and tombola, both run by Loretta Pryor and Joan Gogay, reported extremely good business with all profits being set against rally expenses.

This year with four clubs and visitors there was so much to see, with over 120 cars plus the wild life of Burford itself, time flew by.

Judging the cars was a very difficult task but eventually winners were chosen from an extremely high class field of Mayflowers (results appear in *The best one yet*).

Many thanks as always to the helpers who do far more than you know, I was overwhelmed by the amount of help to set up the field tent, gazebo, etc, and to take it all down.

Thanks also for the raffle and tombola prizes and to the ladies for all their hard work and support.

Thank you for coming, hope you enjoyed it. I am looking forward to the Year 2000 Rally already.

*See you there,  
happy Mayflowering*

*Continued from Page 24  
Summer Issue 1999*

the UK small private aircraft are relatively uncommon compared with other European countries, so Avgas consumption is a mere 33,000 metric tons or about 10m gallons; about a third of the permitted 4- star production, but requiring a similar quantity of TEL (I wonder if this is really a coincidence?). Obviously, the big problem will be finding a 4-star pump. I expect they will be confined to race tracks or a few specialist garages, and the price tag will be around 90p per litre. Even so, lead halide residues are persistent, so the odd tankful between doses of Super Unleaded will suffice. Indeed, the 0.1 5g/litre of lead is more than enough to protect even the most fragile valve seat. Accordingly to some careful work done in the US, the minimum lead content necessary to provide valve seat protection for most engines is 0.026g/litre, only one fifth of the current 4-star level, although Rover recommend 0.06g/litre for their A-Series engine.

Obviously, the people using the 6m tons (1.8 bn gallons!) of 4-star are soon going to mop up the mere 34m gallons pa of "permitted" fuel after 2000, so the "leaded" pump on 99 per cent of forecourts will go. To replace it there will be a British Standard lead-free 4-star, probably containing a minimum quantity of VSRA (larger doses can affect exhaust catalysts and some types can corrode turbo charger impellers). At the moment, there is no official definition for this grade, but it is basically intended to keep late-model iron-head engines going until they die. Being a suspicious soul, I shall stick to 98 octane unleaded, and add a trusted VSRA.

The more perceptive among you will have noticed that Avgas is highly leaded, and it will work in an ordinary engine. So what happens if, shall we say, 10 per cent of 100LL is added to 98 RON unleaded? The result is a 99 octane petrol with at least 0.04g/litre of lead, sufficient to look after virtually all valve seats even under race conditions. This is in fact quite legal for off-highway motoring, but not so for road use, because there is no duty on aviation fuel. (There jolly well ought to be because it is a proven but unpublicised fact that jet aircraft contribute far more to atmospheric pollution than road transport does, but

that's another story). So now I've told you that a shot of Avgas will put some lead in your er, tank, you must all promise not to do it, okay?

Speaking of stories, here is another one (I've stuck to the subject for long enough). Very high octane petrol is possible because of a great British invention. This took place in 1938, that valuable year won by that under-rated PM Mr Chamberlain. A couple of very bright chaps at the Anglo-Iranian (BP) oil refinery labs at Sunbury were asked by their boss, who had Rolls-Royce contacts, to have a go at producing a fuel using refinery gases which would have a high content of iso-octane and other "high octane" molecules (the iso-octane for the test engines was produced in gallon batches at huge cost by a tedious laboratory method). So, after much theorising, they spent a Saturday morning when the lab was quiet passing two types of gas through a flask of chilled sulphuric acid. It worked first time. The resulting fluid, called "alkylate" only needed a moderate dose of TEL to reach 100 MON. Nine months later a pilot plant at Aberdan (in Iran) was on stream, and Mr Stanley Hooker of Rolls Royce, working in a dispersal office at the Silkolene factory here at Belper (I had to mention that) had tweaked the Merlin up to 1400 bhp using the new fuel. In early 1941 the RAF started taking delivery, replacing the 90 octane leaded with 100 octane, and later moving to even higher numbers for some engines. But alkylate is still an expensive fraction, which explains why the current 100LL is pricey even without tax.

## **After all this fuss has lead pollution gone down**

The whole point of reducing or eliminating lead in fuel was to reduce lead levels in blood, particularly in children, where high lead levels had been linked with learning difficulties and low IQ. There was much controversy over the amount that was "safe", one report (DHSS 1980) claiming that any level below 35 micro-grams per 100ccs of blood was okay, whilst another (Yule-Lansdown, 1981) quoted firm evidence that anything above 12 micro-grams caused measurable problems. Perhaps as a result, lead in road vehicle petrol was dropped from 0.4 to 0.1 5g/litre in 1985.

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