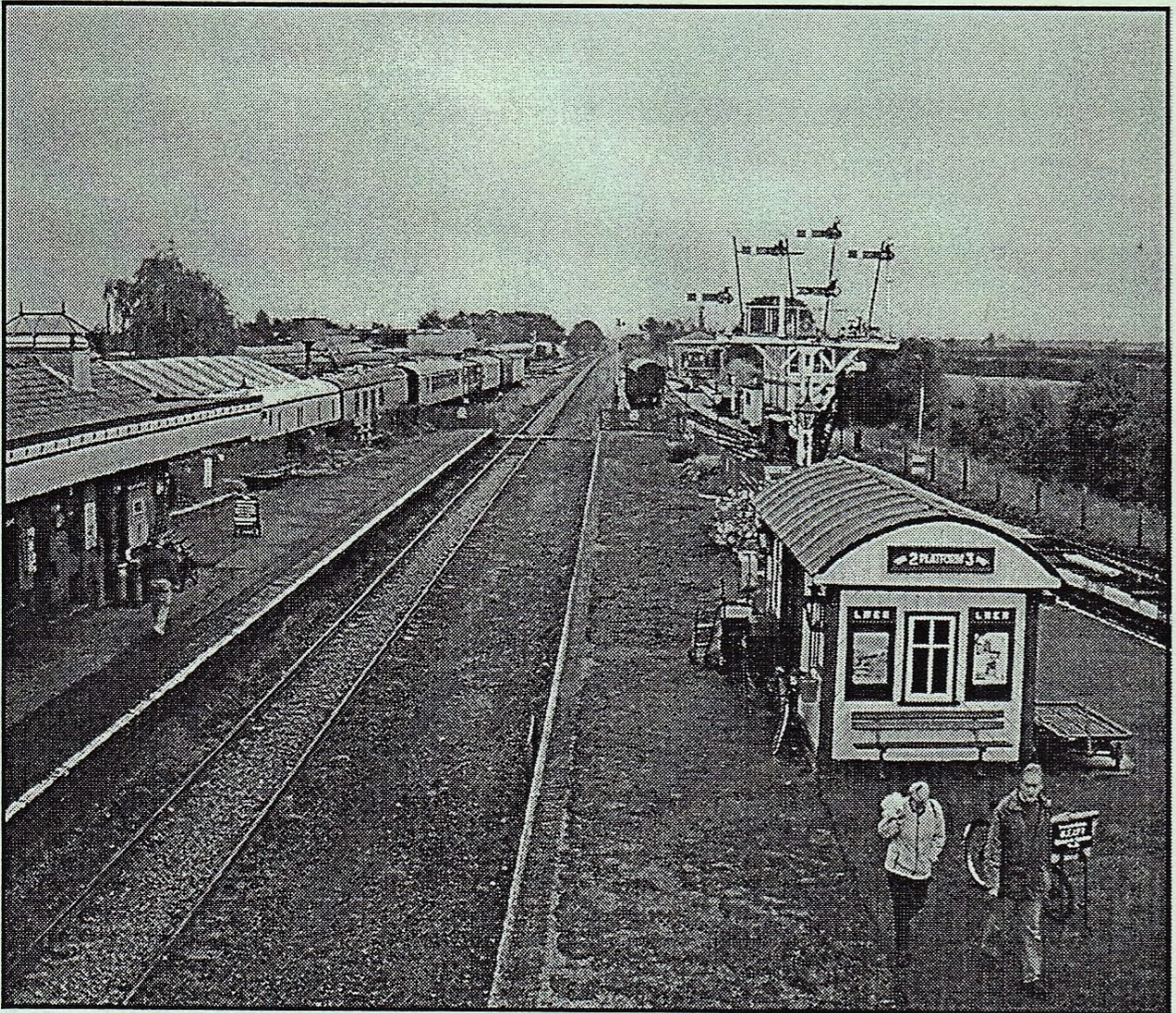


Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2001 No. 99



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2000-2001

CHAIRMAN AND SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ
VICE CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042 E-mail: johnoaker@btinternet.com
NEW SPARES SECRETARY	John Gogay Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER Tel: (01322) 221493 E-mail: johngogay@breathe.com
TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 020-8440 8623
EDITOR/SECONDHAND SPARES CO-ORDINATOR/ CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061 E-mail: stephencoulman@nicouls.globalnet.co.uk
ORDINARY MEMBER No. 1	Tony Thorpe
No. 2	Forbes Alexander
No. 3	David Miller
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: View of the Buckinghamshire Railway Centre

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

Good old Santa!

A BELATED happy New Year to you all. Santa was good to me and left me some rimblishers for XMG 7. They make quite a transformation when I put them on (the car) but I'm not too sure that they will stay in place if I drive off!

The balancing weights on the wheels get in the way, something I had not considered. When I've time I'll see if I can get a more secure fit — bring out the lump hammer!

I thought I had sorted out XMG's running problems, but alas no, as starting up became increasingly difficult over the winter months.

I thought this may be due to increased moisture in my unheated garage since a new fridge (beer!) freezer was installed. WD40 and the use of Sarah's hairdryer (I can't remember who I loaned my hot air gun to!) on the leads, plugs and into the cylinders got XMG fired up but even after 20 minutes running the pick up on throttle was juddery, though not a misfire.

Bayford Thrust advised me that their leaded four star is good for five years so it wasn't stale petrol. I then noticed weeping coolant around the head and after removal of the same found the head gasket

had blown allowing coolant to flood pot number three.

I am in the middle of a decoke and flushing through of the water galleries that have become choked over the years — a common problem around pot number four which can cause distortion to the pot itself (I know I've had it happen).

The head came off with ease thanks to the loan of the club head removal kit — contact John Gogay for hire of this invaluable piece of kit. On with the new gasket, copper grease on the studs and I should be away again — famous last words?

AGM

I hope as many of you as possible will attend the AGM (1st April) this year. It's your club, so have your say. If you can't attend send a letter or e-mail with your comments and suggestions.

I can't make it myself this year as turning 40 this February ("He's now't but a bairn") has triggered the collapse of my body ("It's been on the cards for years" Sarah tells me) and I'm having the old gall bladder out. I'll see you all at the annual rally.

Please support Phil Benson in his last *Flower Power* (number 100 in colour) and send him your contributions as an editor's lot is not an easy one without material. Thank you to those who contributed to this edition.

Chairman's report

MID FEBRUARY has now arrived after what seems a very long and wet winter in the UK. Not ideal for Mayflower motoring. Garages are really cold in the UK this time of year and it takes a real enthusiast to brave the temperatures (or an idiot like your editor!) to track down the squeaks and rattles that appeared over the past year.

December was MoT time for KSF 804 and having moved to a new village I thought I would support the local garage.

The comment "I've never seen one of these before" from the young mechanic didn't boost my confidence, particularly when he nearly broke the ignition by expecting a further clockwise motion to start up the engine!

Just as well I had exchanged the warm waiting room for the workshop floor where I could enlighten the so-called 'tester'.

A worn outside edge of a front tyre proved much turning and twisting of the wheel with the diagnosis of wear on the track rod ends when in actual fact the slight wear on the idler producing the 'play' remained unnoticed.

Rather excessive use of a hammer on the underside was quite alarming and the result was a failure. A visit to the local tyre depot confirmed that the tyre wear was due to a collapsed outside wall with all the joints and tracking correct.

Thinking I had found a garage determined to make things as difficult as possible I decide to return to my previous garage who had checked the car for the past nine years and put my faith in the man who had served me so well. Needless to say after a slight rear brake adjustment undertaken as part of his service I left with my MoT.

Since then I have had two front seats restored by a so-called expert from the Yellow Pages with results far from pleasing. An expensive bill

MAYFLOWER

Complete sitting on a trailer

FOR SALE

Year unknown and has none standard engine. Rochdale area
 Pull away car and trailer — offers
 . Brian Mitchell 01706 526639

and bright red contrasting leather panels totally out of keeping with the remainder of the seat panelling made me more ware of the old adage 'if it ain't broke don't fix it!'

I feel the originality has been lost and perhaps a personal recommendation would have been the better course to take.

Once again our November planning meeting proved well attended and a useful mid winter get together with helpful suggestions as to how we can maintain the success we have had over the past few years.

This will be no easy task as TROC will not be participating fully in this coming year's joint rally, although we do hope some will still attend and they will of course be made most welcome.

I am still optimistic that we will reach the elusive twenty cars at our rally.

WANTED

Contributions for Flower Power No. 100!

Send to:
Phil Benson by post or email

This is Phil's final Flower Power (in glorious colour) so please send him your news, views, sales and wants

WANTED

Your list of spares new and used for the Mayflower database

Send to
Stephen Coulman

Sadly over the winter TMC and TROC lost two long-standing members and tributes to Ed Lacey and John Popkess appear elsewhere in the magazine.

The secondhand spares database is being set up by Stephen Coulman with the bulk of the spares held by the club still to be transported from Jim Smethurst to myself.

This will hopefully be completed by Easter. In the meantime I should like to thank Paul Norton for collecting and listing quite a number of useful parts from John Baker, former editor of *Flower Power*, and Tony Booth for discovering and purchasing for the club some new body panels - a rare find indeed.

In closing I would like to remind you that this is your club and your contributions are always most welcomed.

Secondhand spares

FRED NEWMAN (886), Frank Stoppard (000) and Peter Benfield (409) have sent a list of the spares held by themselves in their respective sheds/garages.

These spares will be entered in the database being set up to marry members who have, with those that don't. Send your list of spares to Stephen Coulman by post or email (see inside front cover).

You will help out a fellow Mayflower owner in dire need and

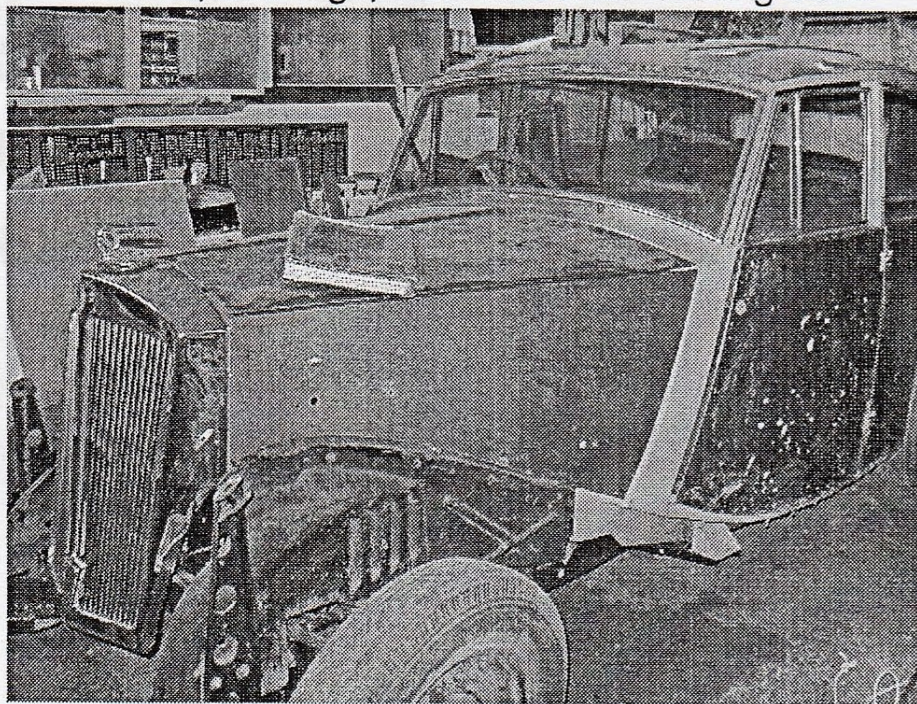
earn yourself some pocket money to buy the thingy-mabob that you've always wanted.

Items held by the Secondhand Spares Secretary and the above members include, in no particular order and mostly in multiples thereof:

Propshaft, suspension rubbers, steering column, radiator shell, dip stick, oil pump, fan blade, water pump, carburettor, boot restrainer, fuel pump, track rod end, idler, used piston set, cylinder head and oil fillers, coil, distributor, control box, heater with blower/controls, speedometer, temp/fuel/oil gauge, distributor cap and leads, various

1949 TRIUMPH RENOWN (TDA Model)

Restoration project. Engine reconditioned with new pistons, sleeves, bearings, etc. Almost all welding done



OFFERS TO: 01322 221493 (Dartford, Kent)

lights and bulbs, painted head lamp rims, chrome headlamp rims, radiator grille, complete set of glass, window winder, speedometer cable, wiper motor and linkage, hub cap with and without badge, gearbox support brackets, front suspension, bumper support bracket, petrol feed pipe and rubber, bonnet hinge, boot hinge, top end radiator mounting bracket, brake and clutch pedal assembly, starting handle, oil strainers, track rod, sun visor, battery cage, coil springs, bonnet lid, windscreen glass, steering wheel, rear interior side panels (brown), near side door, steering box, petrol tank, gear box, rear axle, rear spring U-bolts, starter, dynamo, rear brake cable, fan belt, con rod set, brake unions, coil mounting bracket, cylinder head accelerator bracket, air cleaner brackets, distributor drive with off set slot, NOS set of pistons, bonnet catch and motif, horn, rear seat squab (grey), fuse holder, cut out unit, radiator badge, thermostat, spare wheel, petrol gauge sender unit, clutch, windscreen chrome surround, radio space blank, dash bakerlite surround, front and rear bumpers, front and rear over-riders, hoses, interior rear view mirror, jack, engine block and associated items, radiator cap, thermostat housing, fan pulley, master brake cylinder, handbrake, boot lid etc, etc.

Contact Peter Benfield or Stephen Coulman regarding the above spares.

You will no doubt have many items in your garage because you got them as a job lot (and you only needed the whatsit) or because you think you might need them one day. You probably haven't got around to making a list yet and keep meaning to, well the committee and the membership are asking you to make that list now!

If we all hoard parts and keep their existence to ourselves then the membership will suffer because Mr X will have the part Mrs Y needs to get her Mayflower back on the road. The list doesn't have to cover everything and can be done from memory — don't tell me you don't know every square inch of your garage!

**MEMBERSHIP
SUBSCRIPTIONS
ARE DUE ON
1st APRIL 2001**

Please help the club run
efficiently by paying your
subscriptions early
(Currently £20)

Send to:

John Oaker

19 Broadway North

Walsall, West Midlands WS1 2QG

British Motor Industry Heritage Trust

**2001
"Road Run"
programme**

THE BMIHT is staging four road runs this year that start and finish at Gaydon. The entry fee is £15 per car, which includes a Rally Board, detailed route notes and admission on the day to the museum itself. Lunch, optional, is an additional £10 per head.

There is a cash bar after the event which closes at 21:00 hours.

Further information is available from John Macartney on 01926 645071.

Dates

The Primrose Run: 22nd April. Approximately 95 miles around the Cotswolds.

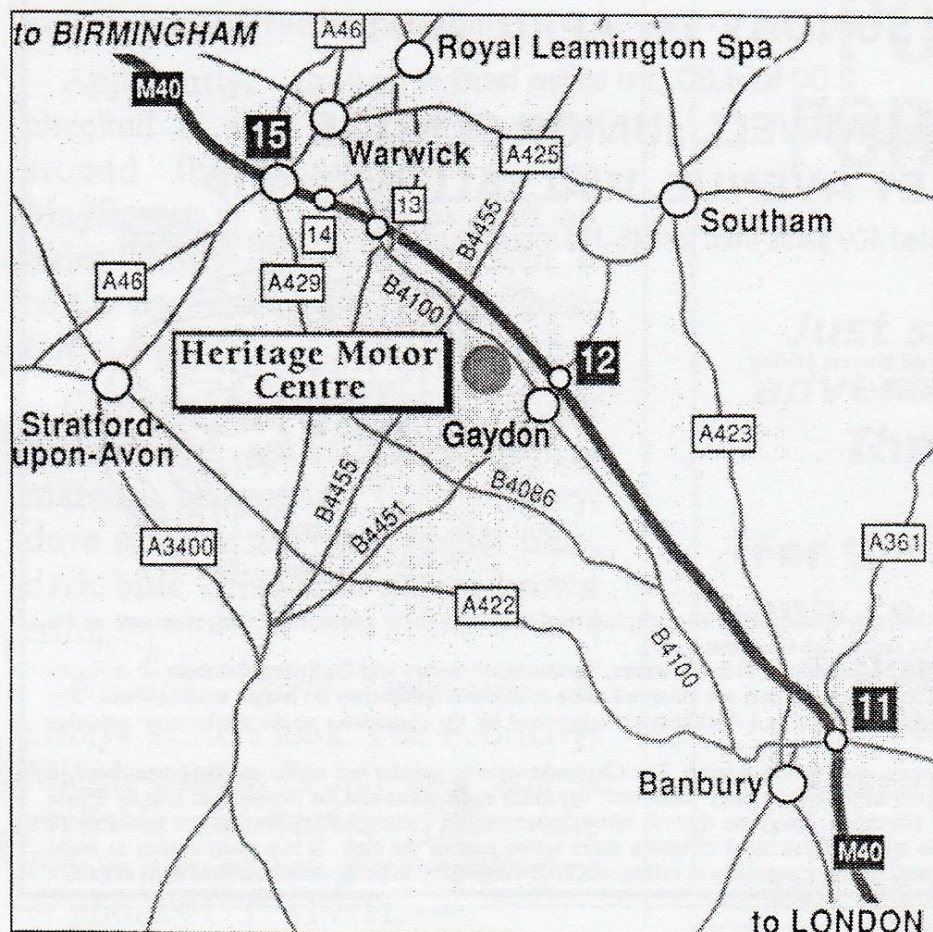
The Elgar Run: 22nd June. Approximately 140 miles around the Malvern Hills, Severn and Wye valleys.

The Three Counties Trundle: 22nd August. Approximately 82 miles of country roads in north Oxfordshire, north Gloucestershire and south Warwickshire.

The Autumn Leaf Run: 22nd October. Approximately 125 miles around the Cotswolds avoiding

Stroud, Gloucester and Cheltenham.

If you take part would you mind sharing your experiences with the club via *Flower Power*? Why not share any of your Mayflower motoring with fellow members as we can all learn from each other's experiences — good and bad.



Northern Rally —Brodsworth Hall, Doncaster

THERE IS an open invitation from Michael Constantine of Brodsworth Hall, near Doncaster for club members to attend a rally on the lawns in front of the hall on Fathers Day, 17th June.

The hall has only recently opened to the public and the

extensive gardens are being cut back and their splendour revealed once again.

The hall is very impressive and lies at the root of one of the most interesting legal cases in history (visit to find out more!).

Entry for Mayflower, driver and one passenger is free to the grounds with £2.50 to enter the house. There is a restaurant and a brass band.

Contact Stephen Coulman, no later than the 11th June, so that an area of appropriate size may be set aside for us. Further details from Michael on 01302 722598

NOTICE OF ANNUAL GENERAL MEETING

SUNDAY 1st APRIL 2001

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 J10 roundabout in the direction of Walsall)

AGENDA

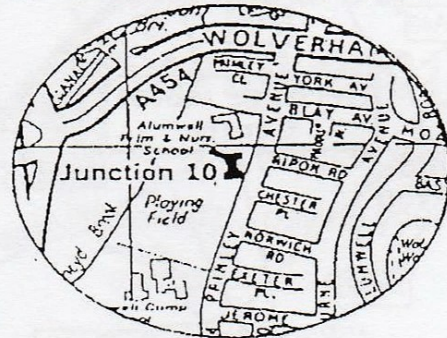
1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Any other business

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 Secretary, 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.



Visit our website

HAVE YOU visited the TMC website yet? www.triumphmayflowerclub.com

The new UK car registration system comes into force on September 1st this year. The Federation of British Historic Vehicle Clubs has responded to the Governments consultation document and the feedback has been positive.

It is expected that we will be able to retain the use of replacement plates appropriate to the age of any restored Mayflower where the original plate has been plundered as a cherished/vanity number.

Apparently, though I've not checked it out, the chrome strip around the windscreen of the Mayflower is the same as that on older Minis. If you're in need it could be worth a look. Let *Flower Power* know if it works out okay.

Correct colour scheme? Black with beige or red trim. Royal maroon, beige trim; Cotman grey, dove grey or red trim; comet blue, dark blue trim; jade green, brown trim.

Triumph World magazine is always worth a look. The February/March edition is out now and is available worldwide (just like *Flower Power*. See your newsagent or phone 01737 814311.

Old Mayflowers never die, they just stay afloat and generate friendSHIPS! - Tom Cahill, *Classic Car Monthly*.

Our car is not the first to bear the Mayflower name. In the early 1920s a firm in Gloucester converted the Model T Ford into the MAIflower Coupe by lowering the frame and giving it a sporting body. Does any body have any further information on this car?

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**(For the next edition
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Surrey RH1 5HJ**

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*Letters***Flower Power —
Spotters corner**

Dear Phil,

I am writing to thank you for the excellent autumn issue of *Flower Power*. I especially liked the colour cover, which brightened it up no end, and I am in favour of printing one cover per year in colour, funds permitting of course!

I am constantly amazed at what such a small club with so few members and officers can and does achieve.

I do not write in the expectation of its appearing in print. I thoroughly enjoyed the annual rally at Bletchley and look forward to the next.

However, at the risk of appearing a clever Dick — they may have been deliberate mistakes just to catch out all those who

Wanted

Your say on the Triumph
Mayflower Club

Could things be done better?
Have you any ideas/
suggestions?

Write to
Peter Benfield, Chairman
to arrive no later than
Saturday 31st March.

criticise but never create, for all I know — the correct spelling is NAAFI (photograph, page 6) and is an acronym, I believe, of the navy and Air Force Institute.

Furthermore, although Sir Walter Scott was a prolific writer, he did not write 'Kidnapped'; that was Robert Louis Stevenson (page 4).

On a more constructive note, you may wish to add the Black and White Garage, Cold Ash, Thatcham, Newbury, Berks, to your list of garages which sell leaded four star.

Regards, Chris Naish (647)

(Many thanks for your comments Chris — good and bad always welcomed. It's good to know that members sit on the toilet/leave their cars long enough to read Flower Power in such detail. I'll have to watch my step in future! - Ed)

**A Flower to
Germany**

Dear Stephen,

As I have benefitted already quite a lot from the club by getting not just all the spares I needed but also from various hints, I herewith would like to give some feedback from the first couple of months with my Mayflower.

Due to my job I do change countries every now and then. I just arrived in June 1999 in the UK from a longer stay in South Africa

and found myself right in the middle of a classics paradise.

I was always interested in classic cars but never had the time to really touch ground. So I tried to get started with the usual visits to fairs and autojumbles plus reading every magazine I could get hold of.

One day in February 1999 I found myself on the Triumph Spares Day in Stoneleigh strolling around not really knowing what I was doing or what I was after. Of course I always stood in front of those cars every little boy has in mind when talking about classics such as TRs and Healeys.

All of a sudden there was another car standing in the corner being promoted as a Triumph but I never ever heard of it before. To be perfectly honest I really thought: "What an ugly duck! Nobody will ever buy you!" So I passed it and carried on.

But having the price in mind, which was far below the price level of the TRs, I returned later and had a nice chat with the owner, Geoff Evans, about the car and its history.

In the end I thought that it would be a pretty good start into my classic career. I still could sell it after a while again and then, with a bit more money in my pocket, go for a "real one".

By the way the car and the owner were mentioned in the *Flower Power* spring issue 1999 (page 16).

To cut a long story short I visited the owner some two weeks later to fix all the details. The car was in stunning original condition but stood for quite a few years unused.

Money changed hands and then the best part came: the owner handed over a pack of documents and paperwork. I couldn't believe it at first.

It was not just accompanied by the original invoice and a letter asking the first owner whether he accepts the delivery of a Mayflower instead of the originally ordered Standard 8 hp Saloon. There was much more!

The original handbook, loads of old MoTs and invoices from the regular inspections in the 50s and 60s etc, etc. It took me a few days to just see it all at home. So I finally was the proud owner of my first

WANTED

Door and Boot Handles

Chrome must be good
and not pitted please

Contact:

Frank Stoppard

Telephone: 01207 542218

classic!

The car itself was in wonderful original condition. It had two previous owners from new and was never really used intensively. The last 15 years it was parked in a garage, going out only for the renewal of the MoT. This added just about 600 miles in these years (in total 19,500 miles since new!).

It started and ran perfectly but after all these years I decided to check it all thoroughly. It was almost all about cleaning and polishing. The car was never welded, had regular inspections throughout half of its life and was resprayed some 15 years ago on the outside.

Besides finding a "piece" in the sump swimming in a dark soup of whatsoever, everything else was in order. So it was all down to the normal things such as refilling all oils, replacing the head gasket and cleaning almost everything.

Then it was time for some upgrades. First I put radials on it which made me believe I was sitting in another car. I know it's not original but whoever experiences the difference will know what I'm talking about. It corners almost like a modern car. Only the thrill whether you will make this corner or not is missing (which is acceptable, isn't it?).

When checking the car and replacing all oils, obviously I had to renew the gearbox oil as well. This unavoidably led me to taking

out the original rubber mat. It was already cracked before but still in its place and looking alright. The moment I touched it I knew immediately that this would be the end of it.

It cracked all over the show no matter how careful I was. Knowing that there is maybe only a handful of these rubber mats remaining in this world, it felt almost like cutting myself with a knife.

Anyway, I made a form out of wood. So for now it is cracked but safe and I am still waiting for a (positive?) reply from a friend of mine in South Africa who promised to check for a remanufacturer using the original materials (Hendrik, don't even think about using any plastic!).

This meant that I was in need of a carpet set. The usual ads lead you to Coverdale Carpets who told me they have a pattern for the Mayflower that fits perfectly.

This perfect pattern led me to driving up north two times (2 x 260 miles) to finally get the job properly done. First they came with an unacceptable shape in the front. Then the shape was more or

**Photos and details
of your Mayflowering
experiences for
Flower Power**

Contact:
Steve Coulman

FLOWER POWER

less alright but it was all much too wide. And every time I had to drive all the way to them with my Mayflower!

It didn't make sense to just send back the carpets as they still would use a wrong pattern. Anyway, they were very friendly and helpful and I ended up with a carpet set being almost perfect. I now can assure all members of the club that their pattern is better than anything else I've seen so far.

I just had to promise the owner not to spread the news amongst the Mayflowers after all the trouble (just kidding!). But bear in mind that my car still got the rubbers at

the doors where the carpet slips underneath and therefor it might not be wide enough for those not having these rubbers anymore!

Next, of course, was the exhaust. When paging through the Spares List that I received from the club I found the ad of PD Gough (expired phone number!).

I ordered immediately as my old one was about to give up. The exhaust that finally arrived seemed quite fine but was only 2mm away from the body at one point.

At every corner and when revving it knocked against the body like mad. Also it was much too loud in my opinion! It gave more



Joachim's car at Dover

the impression of a sporty Roadster. I sent it back together with my old one to be used as a pattern for the noise level as well as the fit.

After a few days they told me about another Mayflower they had in for a new exhaust. They tried the one I sent back on this car and it was perfect!

I thought about the new engine mountings I put in which lifted the engine a bit and may have caused the trouble. Anyway the new exhaust should also fit with the engine in the correct position, shouldn't it?

This made us deciding upon a redesign of the exhaust pipe, which lowered the rest of the system for

about 2 cm. Unfortunately it was the busiest time of the year for them and so it took more than five weeks before I could fit it on the car.

I immediately checked (again) for any "redesign" of my car due to accident but didn't find a thing. Who owns the other Mayflower that was brought to PD Gough this summer? Anybody else having similar experience with the exhausts from PD Gough? In the end the exhaust is now exactly the way it should be although it was a pretty expensive experience to get it right.

Finally I fitted a radio which was first converted to modern FM standard (Vintage Wireless, very



friendly chap!) but keeping the original look. Not that I'm using it very often but it gives the interior an additional kick with the matching off-white buttons and knobs. I just love it!

The very next "project" was already knocking on the door, or I should say, in the engine. Maybe due to the use after all these years the engine started giving a strange little knocking sometimes. Any bearing? Piston rings? It still behaves well most of the time and as I never really rev the car it might go on like this for quite a while. But I guess I rather have a look (Mr Gogay! I need a few gaskets!).

Due to some changes in my job I had to move to Oxford which also meant that I lost my double garage. I decided to bring Emily to Germany where I have enough storage room.

I roughly checked the car the day before and hit the road on a Friday afternoon heading to Dover. I arrived at the ferry in the early evening and some two hours later I was in France.

In the early morning hours I decided to finally get some sleep. After refuelling I drove to a parking lot where I parked and prepared for the night. It was very loud right behind a truck who started his engine, but he will hopefully hit the road the next two minutes!

After some ten minutes the engine still ran and I decided that I cannot sleep this way and will let the truck driver know in my very friendly way. When getting out I realised that it is not the engine but a generator running to cool down the goods. And it definitely will keep on like this all through the night! So I went back to the Mmtorway again and felt so fresh and awake that I decided to keep on driving as long as possible.

In the end I arrived home at midday without any problems. 740 miles in 19 hours. And the car, although much older, was in better condition than the driver! I was welcomed by friends and relatives for about 20 seconds and then had to answer all questions regarding the Mayflower. I planned to give much more details about my journey but it was really just driving, filling up petrol and some oil.

In the meantime the Mayflower is accompanied by a Morris 8 Open Tourer, which I'm busy "sorting out". But I soon realised that it is a different story with this car. Of course I also like the Morris but for some strange reason the Morris is just a car whereas the Mayflower became sort of a friend (don't laugh! This is serious!).

So the stupid ignorant chap from some time ago has turned his mind upside down! He even has a look into the garage when there is no time for Mayflowering. Just quickly asking how she feels before

going to bed! Yes, the "it" became a "she" in the meantime ("good night Emily! Sleep well and see you tomorrow!").

In the weekends I tried hard not to use my everyday car (and I succeeded for quite some time). Of course it is also good fun driving the Morris but whenever it comes down to reliability (!!!) and comfy riding there is no option but using the Mayflower.

I even "forget" to put my tools in the boot when leaving home. I won't need them, will I? Up to now I have been lucky!

All the above would not have been possible without the very friendly support from the club, helping even a real beginner having the most stupid questions you can think of. Thanks for your patience and very kind support especially to John Gogay and John Oaker! Nonetheless I cannot promise to not bother you again in the future.

Unfortunately I could not attend the AGM last year, as it was exactly the same date when a 24 hour race took place in Germany where I participated. I will try my best to be at the AGM this year and finally get to know some of you personally.

Happy Mayflowering! from
Emily and me.

*Joachim Kraft (897)
Mayflower HSL 215
E-mail: kraftjo@aol.com*

(I wish I could write German as well as your English! Thank you Joachim for your letter and we hope to see you during 2001.)

Club Triumph — Triumph Day — 5th August — Beaulieu

Dear all,

I invited the Pre-1940 Triumph Owners Club to our Chatsworth House meeting last July and the turnout of vehicles was spectacular complimenting our own vehicles, which are predominantly post Herald models.

I wish to build upon this success and would therefore like to extend an invitation to your members to attend our triumph Day meeting at the National Motor Museum, Beaulieu on Sunday 5th August. The entrance fee to the rally field is £7 per adult and £4 per child (aged 4-16). This includes admission to the National Motor Museum, Palace House, Gardens and Beaulieu Abbey.

This offers a considerable discount on the normal admission charges and the venue provides other non-motoring attractions for the non-Triumph enthusiasts in a family.

There will be camping facilities and an area can be set aside for your club. I will also be extending

this invitation to other early Triumph Clubs along with the motorcycle people.

*Yours sincerely
Bill Bolton, Club Triumph
Tel: 01663 744474
bill.bolton@btinternet.com*

From Pasadena

Dear John (Gogay)

Enclosed is a check for the hose and subscription. I'm also sending some pictures. They are of one of two cars that had been sitting for 20 years.

I have one and my friend has the other, which he has not started restoring yet.

I can tell you that in our car club here, which meets every Thursday and has a wide variety of English cars, I was more than surprised at the response that the Mayflower received.

I think the car had negative comments when it first came out, but it's all behind it now.

Every time I take the car out whether it's an older or a younger person, it has been greatly appreciated.

The reason that we got the cars, was to save them from the crusher which they were headed for. After examining the cars and finding that they were complete with no rust, we couldn't let that happen.



Tom alongside his newly painted Mayflower



Tom's finished car

I was in the middle of a five year frame up restoration on a Austin Atlantic A90 convertible which now is a little over a year behind and I will go back to now. That said, it's been a real pleasure to drive the Mayflower.

I would like to thank the Mayflower Club for their professionalism and the magazine, Flower Power, which I enjoy reading. I'm really looking forward to travelling to England and driving down one of those country roads in some old English car.

Excuse me for visualising and daydreaming about the ride!

Looking forward to meeting the rest of the club.

Best regards
Tom Leonard (883)
Pasadena, California, USA

Wanted

Your attendance at the AGM 14:00hrs at Alumwell Junior School, Walsall on 1st April 2001 All committee officer positions are up for re-election. Do you want to stand? If not nominate a fellow member, with their consent of course!

Obituaries

Ed Lacey

It was with great sadness that the club learnt of the death of Ed Lacey in early January. Ed was along standing member of Triumph Razoredge Owners Club (TROC) having joined in 1978 and during that time held the office of Chairman for 14 years.

He played a major part in locating spares and in no small way helped to establish the Club on a sound footing with his financial expertise.

We will remember him as a man of great courage over the last two years and our heartfelt sympathy goes out to Daphne and the family for their sad loss.

As a club we sent a donation in lieu of flowers and we received this letter from Daphne.

Dear friends in the Mayflower Club,

Thank you very much for your generous donation to our hospice in memory of Ed.

I have been totally overwhelmed by the number of letters, cards and donations I have received, all of which have given me great comfort.

We made so many good friends through the car clubs and I look back now on so many joint gatherings our clubs enjoyed over the years.

Happy memories of these will help me over the period of

readjustment that I will have to make without my best friend with me.

Continued success and good wishes to you all.

Sincerely, Daphne Lacey

John Popkess

John, who died suddenly on the 17th November 2000, had been a member of the Triumph Mayflower Club and TROC for a number of years and it was always a pleasure to meet him with either his Mayflower or Renown at our combined rallies.

He was a devoted razoredge enthusiast, a most delightful man with many interests who would gladly advise any prospective car purchaser on the pitfalls to be avoided.

John once had the misfortune to take the wrong turn in the middle of Newbury on a busy Saturday afternoon before the building of the bypass and his description of how he managed to extricate himself from this busy town was a classic masterpiece.

We will miss his colourful presence at our rallies and the club sends its deepest sympathy to his family.

**Don't forget
your
subscriptions**

A Good Idea At The Time

(Daily Telegraph 20/01/01)

Ben Miller, Peter Benfield and numerous friends have brought the following article by David Burgess-Wise to my attention:

'The sad little Triumph Mayflower that I photographed in a Pennsylvania junkyard is a rare relic of one of the more misguided political initiatives of the immediate post war period. In order to bolster Britain's desperately depleted currency reserves, the Atlee Government forced the motor industry to export most of its output.

On the face of it, the policy was a success, with exports of cars reaching a claimed 69 per cent in 1948, but the products of the British motor industry were quite unsuited for overseas conditions and had poor service back-up.

Consequently, British cars earned an unenviable reputation that took years to throw off and sales plummeted (though British sports cars found an enduring niche in the US).

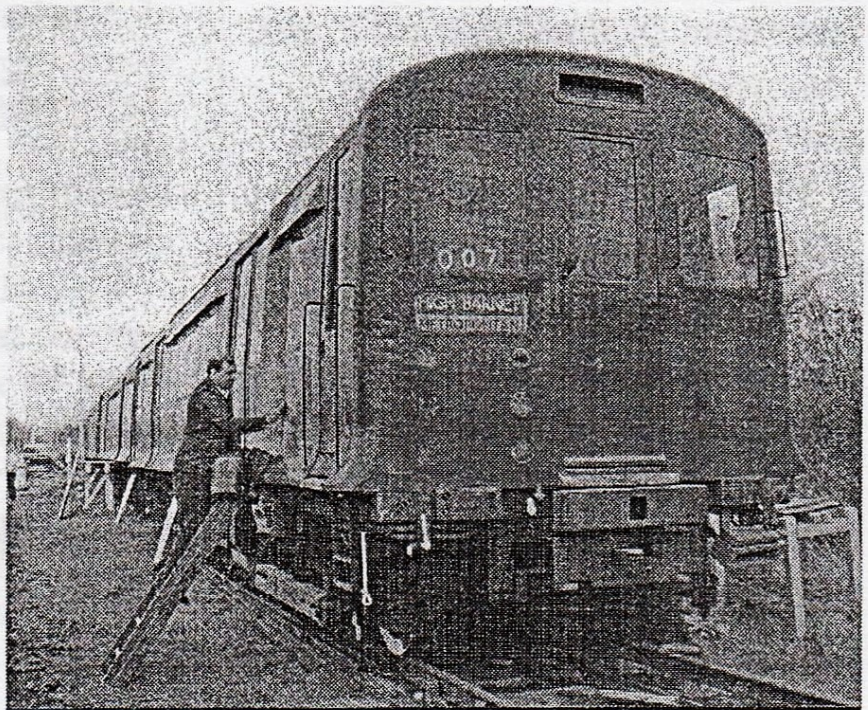
The Triumph Mayflower, which used

the powertrain of the pre-war Standard 10 in a new unit-construction bodyshell, was one of the biggest disasters of this dismal period.

Dubbed "the watch-charm Rolls", the Mayflower was intended to appeal to Americans by copying Rolls-Royce's razor-edge styling, which sat oddly on such a short wheelbase.

Its name was allegedly a tribute to the Pilgrim Fathers, but that cut no ice with American buyers. Of the 34,000 Mayflowers built, only 510 were exported to the US, fewer than were shipped to Ceylon!"

You can't really argue with the politics of the article but it's a shame David Burgess-Wise didn't bother to contact the club for information and comments on the car itself.



One of the old Underground trains at Quainton Road

Flower Power — 25 years ago

Member Frank Lane wrote:

I wonder if all Mayflower owners are aware of the sealing panels fitted underneath the front wings/fenders to protect the underside from water, grit, mud etc thrown up by the front wheels?

Personally, I wasn't until close inspection through the mud and underseal revealed several self-tapping screws holding the panel in position, with a rubber seal abutting the inside of the wing.

The panels on my car were rusted and broken away and so after much application of penetrating fluid I was able to remove the self tappers and the

panels (or what was left) and remake from aluminium sheet.

The real point of this article is to advise members that I collected half a bucketful of what I can only describe as silt from behind these panels, accumulated over the lifetime of the car.

The tell-tale rust is showing through the lower part of the wings where this deposit rested.

10 years ago

Editor Gus Deegan wrote:

Since acquiring my 'Flower I am amazed how for 20 years I neither saw or heard hide nor hair of the beasts and now I find the world is full of them.

Idling a few moments reading the small ads in the *Daily Mail* I came across an auction of Receivers stock and there to be auctioned for the Customs and Excise men was a 'in concours condition Mayflower'.

There was a London telephone number to ring if interested but unfortunately the copy I was reading was a few days old and the auction had already been held.

I would liked to have known how much she went for, perhaps one of you know?"

(I should also like to know because if the Customs say it was concours I believe them!)

**DON'T
FORGET
THE AGM**

**Sunday
1st APRIL
at 2.00 pm**

**Alumwell Jnr School
Primley Ave, Walsall**

Rally news

by Howard Pryor

WELL AS you all should know by now the 2001 Annual Rally is at the Buckinghamshire Railway Centre Working Museum at Quainton, just off the A41 north of Aylesbury on 1st July.

Bletchley Park, the 2000 Rally venue, is a tough act to follow as it had everything we wanted, history, national interest etc.

The organisers do not think you will be disappointed with this year's choice as it has everything Bletchley has and more.

The museum are so pleased to have the early Triumph clubs they have actually had it printed in their official hand out brochure as a main attraction for 2001.

We will have our own field, our own entrance adjacent to Quainton station and we are separated only by a very short walk under the railway bridge to the station originally opened in 1868 and closed under the notorious Beeching cuts in 1963.

Some of the attractions at Quainton are the Bewley Road station that once stood at Oxford as terminus to the Oxford to Cambridge railway, originally built in 1851.

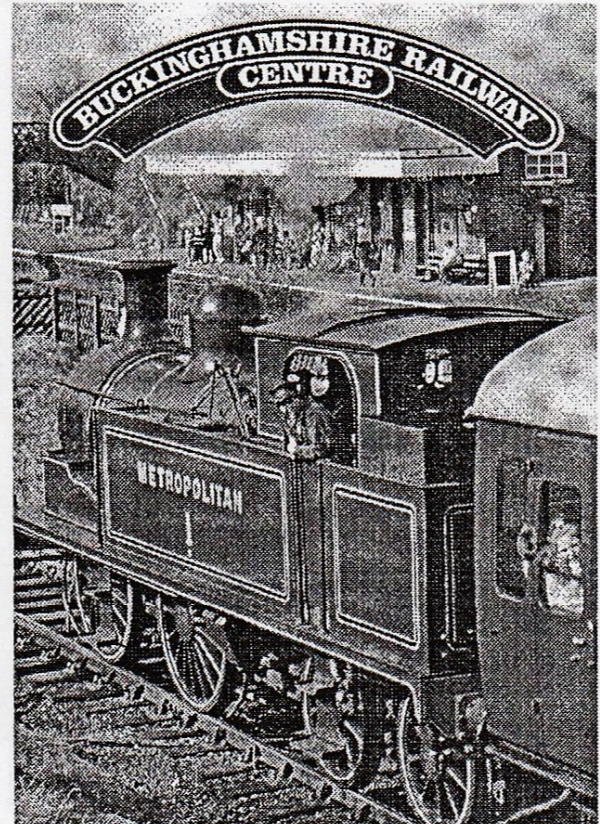
It is being rebuilt and will be completed by the time of our visit and will house the new visitors centre, refreshments and shop.

There are gift and bookshops, museum and restoration shed and the giant South African locomotive (built in Glasgow in 1954) which was the most advanced and powerful ever built in the UK.

The up yard demonstration line offers a frequent service of steam hauled passenger trains free of charge. If you want something smaller the miniature railway operates on a triple gauge track of just under a ½ mile.

There is also a signal box, buffer depot, restoration shed and down yard demonstration line to see.

The customary Saturday night dinner and accommodation has been booked in the Shenly Church Hotel about 3 miles from the A5 at Milton Keynes. Prices are £50 per double room, with breakfast and three course dinner about £20.



The hotel is a modern type with en-suite facilities and secure car parking. It will only have reopened a few weeks prior to our rally after a major refurbishment.

Please book through me now to avoid disappointment as we are booking for four clubs and can only reserve a given number of rooms.

The Saturday night dinner and overnight stop it makes the weekend less hurried and gives more time to talk with old and new friends — why not join us?

I say this every year! If your car is not working get it fixed. If you cannot fix it put it on a trailer and bring it. If you cannot get a trailer then leave it and get yourself and your family there. Get there you must.

Will we break the dreaded 20 car barrier this year? I would like to think so as we have the venue, we have the members and we usually have the weather. All we need is the commitment and the will to do it as a club. Make a note now in your diary, book in and let me know if you are coming.

As usual there will be the Concours and the highly competitive, and coveted, top five awards. The Noncours Shield and £20 in spares vouchers will be awarded to the Mayflower that attends with a MoT looking a bit sad for itself.

There will also be the long distance award, set your

tripmeters, and the much enjoyed Back Seat Memorabilia competition. Dress up your back seat with a theme, Mayflower bits etc. The variations are endless.

Want some spare parts? Save postage and collect them at the rally. How about a Mayflower sweatshirt or T-shirt? Phone your order to John Gogay.

Refreshments

Arrangements are still to be finalised for free tea and coffee given away last year from a NAAFI van which was extremely successful.

However, Roger is hoping to bring his Mayflower and is at present trying to coerce a friend with a similar YMCA van to stand in for him in making the drinks.

Let's hope he is successful on both counts! Norman Ward, a regular at the rally, is also an active member of the George Formby Society. He does impressions of George for charity on a regular basis and has agreed to perform for us (provided we can find him a lamppost to lean on).

I would like to think I have now persuaded you attend our rally. It is not to be missed with over 100 classic Triumphs, including 20 Mayflowers, Quanton station plus the prizes. How can you possibly stay away? See you there

Triumph Show Stoneleigh

February 11th

A BIG thank you goes out to Jim Poole for polishing his car and displaying it at the recent Stoneleigh Triumph Car Show.

It was on display alongside two Renowns and a Roadster making an excellent attraction.

The show was well attended and a great deal of interest was shown in our cars.

With a small number of Mayflower members turning up we were as hospitable as ever and free tea and coffee was given to all our friends.

If you see our Early Triumph Clubs (ETC) stand at a show (it is not always possible to let you know in advance with only four magazines a year) please introduce yourself and have a cup of tea and a chat, or just rest your feet for a few minutes.

TSSC weekend Stafford 2000

I sometimes get the Mickey taken from some of the members saying things like "I bet that never goes out," or "You don't go far in that

because it will get dirty." (T'is true — Ed.)

Well last year we were invited to go to Stafford County show ground for the Triumph Sports Six weekend and I decided to go.

It was approximately 125 miles each way and I travelled with a friend who drove his Triumph Spitfire. The journey took 5½ hours going because the Spitfire broke down and I had to go looking for a set of points and condenser (damn unreliable these modern Triumphs!).

We eventually arrived and Mabel was directed into the Concours Hall. I then gave her a little clean, wrapped her up for the night and proceeded to partake in some alcoholic beverage for the evening (enough said about that, anyway I can't remember the rest).

After enjoying the show it soon became time for the judging. Now everybody knows that judges do not know about good cars!

How can a little black 50s saloon win against a gleaming, red, straight out of a museum, chrome wire wheeled TR4? So we came runner up, but I was still very pleased, and we flew the Mayflower flag very high (actually the TR4 was a very deserved winner).

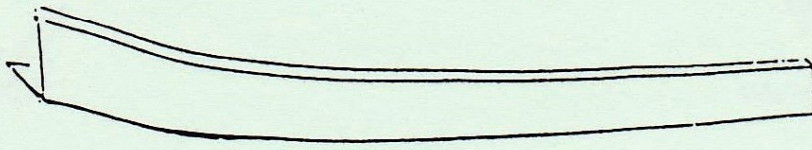
Mabel positively raced home in 3½ hours with her shinny silver cup. Now who was it said that Concours Mayflowers do not travel?

Happy Mayflowering — Howard

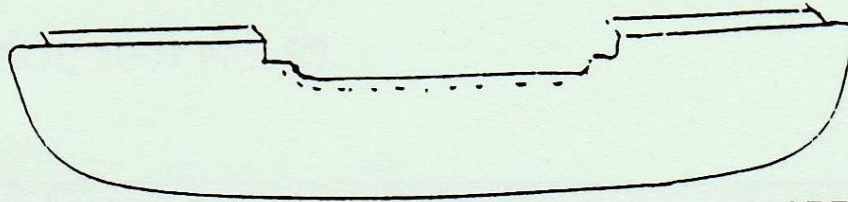
Classic Car Sills

Parts for the Triumph Mayflower

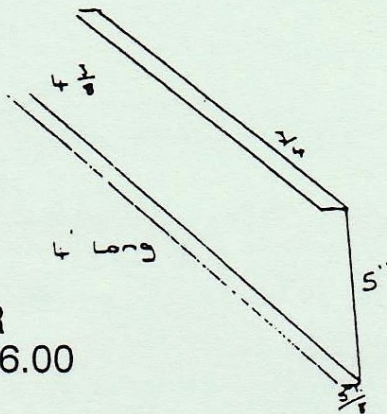
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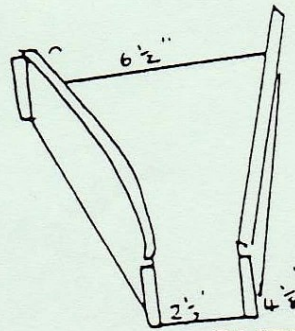
Triumph Mayflower
SILL £20.00



FRONT
APRON £45.00

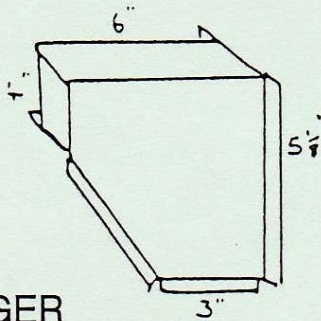


INNER
SILL £6.00

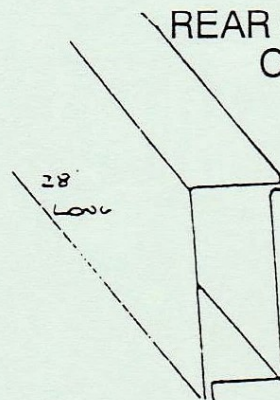


OUTRIGGER
£7.50

Inner sill £6.00



OUTRIGGER
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