

Triumph Mayflower Club



Worldwide Membership

WINTER/SPRING ISSUE 2016 No. 154



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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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

FLOWER POWER
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*Cover: Paul Burgess' Mayflower on the Warwick Recto run on August 9,
see more on page 11*

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.

ANNUAL GENERAL MEETING

This is the venue we have used for the last few years. The location is superb being almost immediately off the M6 at Junction 10 but please be aware there are two Holiday Inns at Junction 10. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality.

AGENDA

- | | |
|--|---|
| 1. Apologies | 5. Election of Officers and endorse next year's committee |
| 2. Minutes of the last meeting — any action from these minutes | 6. Membership fees |
| 3. Chairman's report | 7. Rally matters |
| 4. Officers' reports: Secretary's; Treasurer's; Spares Secretary's and Regalia's | 8. Website ideas |
| | 9. Any other business |

SUNDAY 13th MARCH 2016
Express Holiday Inn, Tempus Drive
Tempus Ten, Walsall WS2 8TJ at 2.00 pm

Editorial

Dear club members,

We are sad to report the loss of one of our committee members Peter Benfield. The Triumph Mayflower Club owes Pete a lot as you can read on the next pages. I am sure that Peter would have been proud of this issue of *Flower Power*. Rest in Peace dear Peter.

Please have a look on page 13 of this magazine. The TROC is willing to provide a "Birth Certificate" for our Mayflowers. Please reply to John (details in the article) within a month after receiving this issue if you would like a certificate.

I recently took over the webmaster role as well. I am thinking of redesigning the website, adding a (technical)forum etc. Any ideas on how to improve the website are more than welcome. Please send your ideas to webmastertmc@icloud.com.

In this magazine you will also find rally reports with some nice pictures of the events and quite a lot of members' stories.

Again Russ Hoenig has some very interesting new project plans on remaking body seals and other rubber items for our Mayflowers. I had ordered the lower door seals and received them at the end of 2015. The quality is superb! Many thanks Russ!

Northern Rally

I AM SURE YOU will all be aware, if not before when you receive this magazine, of the death of our President Peter Benfield on Christmas Day after a short illness.

For those members who have been in the Triumph Mayflower Club for a longer period than myself will recognise the constant support Peter gave to the annual Ripon Old Cars ever since and before it was settled at Ripon Race Course.

I feel confident that none of you would want to see it go no more than we wanted to lose Peter. As Rally Secretary I have taken it on myself in consultation with John Castle, our Chairman, and John Oaker our General and Membership Secretary, to keep it going.

The organisers of the event had been made aware of the sad loss of Peter with whom they had been working over many years. Though

Thanks for your input, I hope you will enjoy this magazine!

Happy motoring and please keep on writing down your Mayflower related stories!

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are June 1; September 10; and January 20. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Standard Triumph Marque Day

Hi John (Oaker),

Good to hear from you, I will try to attend the AGM if I can, a reminder closer to the date would not go amiss!!

The Standard Triumph Marque day is at Lincoln show ground on July 17, 2016. A show that I am organising as a weekend event for the TR Register, it would be great if the Mayflowers could attend in force, weekend or day only, contact me for more information

Regards
Howard Pryor - 020-8440 8623
howard.pryor@tiscali.co.uk

there is demand for places from many other clubs in respect of our long support they were very willing to allocate us a section as in past years. So I have taken over as liaison and John Castle will send out tickets as soon as he has word that you wish to attend.

Peter always knew the event as the Northern Rally and this year it will take place at Ripon Racecourse on Sunday, July 24. The rules state that as a club stand we need at least three cars and not more than 10. So I am appealing to you to come along and continue this presence for the TMC and try hard not to bring along more than 10 cars to the event.

At the AGM we will be discussing a possible new trophy for this rally and maybe commemorative to Peter Benfield. The organiser has assured me we will have better weather this time so see you all there after the gathering at Hatfield House. You can, of course, e-mail John Castle or telephone him to send you a ticket, details inside *Flower Power*, Chad Brown.

OBITUARY

Peter Benfield 1927 - 2015 — Aged 88

AS MANY members will already be aware by now, Peter Benfield died on Christmas Day following a very short period of illness after being diagnosed with cancer just three weeks earlier. His funeral took place at Stonefall crematorium in Harrogate on Friday, January 8. The service took place on a bright sunny day and the chapel was filled with his family, many friends and several club members in attendance to celebrate Peter's full and active life.

The Triumph Mayflower Club owes more to Peter than probably anyone apart from the early founders. He restored his own Triumph Mayflower, KSF 804, to a very high standard as befitting his career as an accomplished craftsman and lecturer in woodwork and furniture. He completed it during the later 1980s, after which he used the Mayflower extensively, travelling far and wide to holidays, car shows and club rallies, etc.

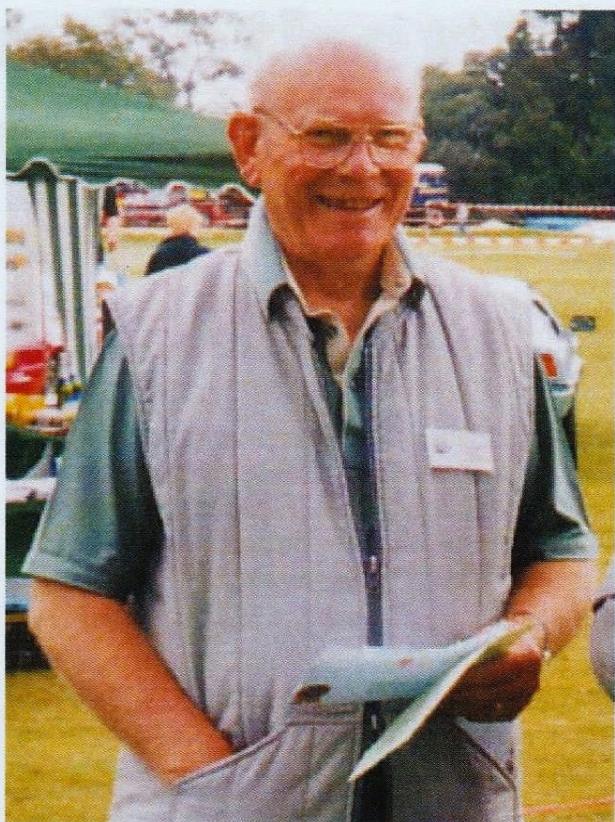
Peter found many ways to promote the club with his Mayflower. His car featuring in period TV shows such as Heartbeat and others. It was also featured in many of the major classic car magazines over the years including *Triumph World* and *Practical Classics*.

Peter was a regular attendee at the club's Annual General Meeting and Annual Rally and contributed enormously at both. He was always the first to offer help whenever any members turned up at the Rally with a mechanical problem arising on their journey.

Over the years Peter took on various committee roles in the club and did all of them extremely well. Used Spares Secretary, Vice Chairman, Chairman and finally Life President.

He was an extremely popular man and was always very helpful — giving freely of his time, advice and expert knowledge of the Mayflower to many in the club. He will be missed by friends and family alike.

The club was represented at the funeral by Chad Brown, Alan and Maureen Kormes, Stephen Coulman, Brian Redshaw, John Oaker and Phil Benson. Many more have said they would have attended but not knowing in



time, or other commitments and of course distance to travel prevented an even greater turnout by members. Peter was a very well liked person.

Members memories:

Alan and Maureen Kormes — We knew Peter since joining the club in 1989 when Peter invited us to his house to take the distributor drive from his Mayflower so that I was able to measure it up and make one myself for my car. This was the type of person Peter was, always willing to help where he could. We used to meet Peter and Sue at Bolton Abbey Steam Railway each year in October. He attended this rally in his Mayflower and later in his Sunbeam. We all enjoyed a ride on the steam train which went to Skipton and back to Bolton Abbey. We used to call this our end of season rally.

We also met at Clotherholm Farm near Ripon, an old army cadet base, in July each year. This event got too large and was relocated to Ripon Racecourse where we attended the Post War class and Peter eventually made this the Northern Rally gathering for the Mayflower Club. Peter was like an uncle to us, a very thoughtful and caring person who will be sadly missed.

John Castle, TMC Chairman — I would just like to say that Peter was so very helpful to me when I took over from Howard Pryor as

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Letters

Thank you club officers

Dear John (Gogay),

Thanks for your note included with the latest issue of *Flower Power*. Enclosed is a cheque for \$43.00 to cover the years dues.

I would like to let the editor and Mayflower Club members that it is a pleasure to be associated with the club. Besides the news and helpful articles it makes it possible to meet and communicate with like-minded enthusiasts.

Russ Hoenig has submitted a number of articles to the magazine and I have been in touch with him. I learned that he needed a tyre jack and was able to send him my spare one.

He advised me that Robert Gannon desperately needed a trafficator to replace one accidentally broken while preparing his car for a new owner. I called him and offered a replacement at a reasonable price. He sent a cheque for twice my asking price and called back thanking me for my help.

Over the year I helped Dan Brown with a carburettor rebuild, a plateable overrider and a export market (US) air cleaner bracket. In turn he sent me a repairable grille.

Flower Power

The magazine helped me get in touch with Glenn Grosskleggs. Besides exchanging information on our cars, Glenn and his wife Barb often stopped at our house en route to vacationing in Florida from their home in the Chicago area.

Going back many years I visited a young solicitor, Peter Burdge, at Yatton and got a high-speed ride through the English countryside in his Mayflower. I also obtained a number of spare parts and a list of manufacturer's part numbers for replacement parts.

My earliest club contact was with Terry and Eileen Mills. At that time he was vice chairman and she was club secretary. Both wonderful people who hosted me at their Bristol home.

I received much parts information, some Mayflower rides and even enjoyed Terry's home brewed wines. I spoke to them a few years ago after they moved to Spain. I hope they are still doing well.

Last but not least, I must mention a wonderful couple that lived at Cherry Hinton, Orchard Way in Wilmington. Thank you John and Joan for your help and friendship.

I decided to reminisce a little, relating some memorable contacts that I have had with members. I shall be 84 this year and still in good health but my activities are rather limited now since my wife of 60 years is in the early stages of alzheimers and every day is a new adventure.

Sincerely,
Walter (Wally) Wolentarski (93)
Old Hickory, Tennessee, USA

PS — Does anyone have a source for the metal clips that secure the rubber weather strips to the door opening?

DON'T FORGET THE AGM

**Your club needs
your input**

**SUNDAY MARCH 13
2.00 pm**

Express Holiday Inn
Tempus Drive
Walsall WS2 8TJ
(M6 Junc 10)

WANTED — YOUR CONTRIBUTION

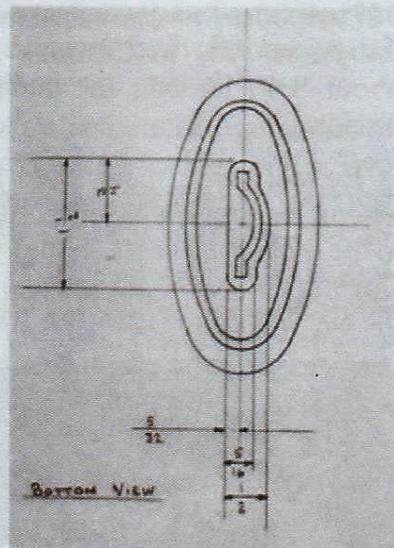
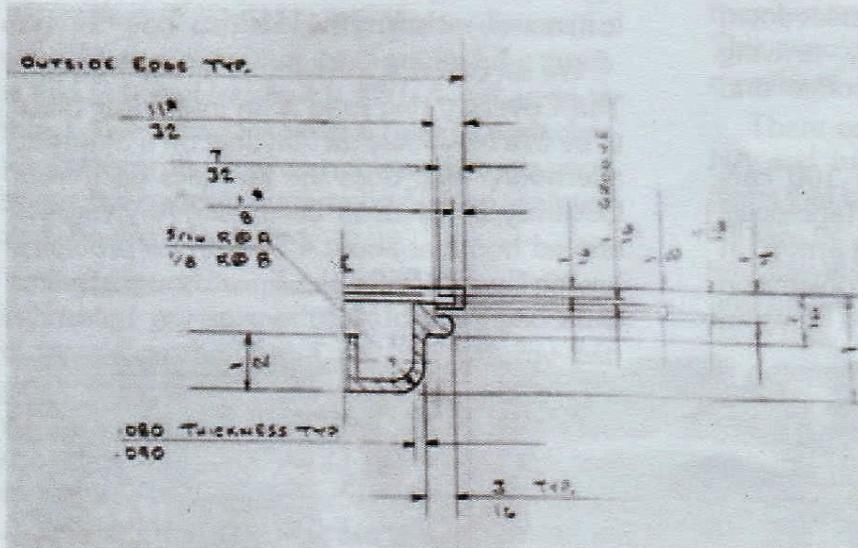
Any stories about Your Restoration, Your trip to a Rally, Your day out
Your Mayflower — Please send them to the Editor

Door seals and other moulding projects

by Russ Hoenig

THE LOWER door seal project is completed and I have one extra pair available, please contact me if you need them.

The next project was going to be the rear bonnet/cowl seal as drawn in the last issue of the *Flower Power*. If any members have a need for this seal, please e-mail me to determine if there is sufficient demand to pursue having these made up (currently insufficient demand).



In talking with Wally Wolentarski, we think the next project should be the floor grommets for the clutch and brake pedal. I have the drawings of the original designs.

Again if you are interested, please e-mail me at bofaus@windstream.net. Also, if you have thoughts on other projects, please share your ideas.

Next project

The next proposed project is the rear cowl/bonnet seal. The drawing in the last issue of the *FP* has been revised to show the two raised ribs angled back towards the reverse "raised C" by 10 degrees (thanks Wally Wolentarski for your help with both of these projects).

The request for interest to determine demand showed only four owners, that is way short of the 12 pieces needed to make the minimum length order. If you need, please let

me know 30 days after you receive this issue of the *FP* and we will proceed if there is interest.

More projects

The body door seal: this is what presses and is glued into the vertical metal flange at the rear of the door opening. There are many useable, but non-original solutions that I've seen. The original shape is one quarter elliptical

measuring $\frac{3}{8}$ " x $\frac{17}{32}$ ", expanded rubber. I have a company that can make this up for us if there is interest.

Down the road, how about the rear axle bump stops. Let me know your ideas for future projects.

Tool roll

I had thought that neither of our cars had one until looking under the seat of the parts car I found a ripped piece of black plastic vinyl. It appeared to match a Mayflower tool roll so a trip to the "Roadster Factory", our local Triumph source of parts, produced a match which all thought was flimsy compared to the original. Since TT21092 was rebuilt as if Triumph had no cost limits, a cloth similar to the interior colour was found and a local seamstress reproduced it and we have a pattern. If you would like a new tool roll that looks better than

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Coventry Car Day

by Paul Burgess, member 1200

ON SATURDAY August 15 the Coventry Transport Museum organised the Coventry Car Day, a special event to celebrate the motoring heritage of Coventry.

Up to 150 Coventry-built cars were invited to take part in the event which included an optional 20 mile scenic run in from Coombe Abbey followed by the cars being displayed outside the Transport Museum and in Broadgate.

We set off from Blaby, Leicestershire, in NKA 947 at 8.00 am and travelled the 18 miles down the Fosse Way to Coombe Abbey, arriving about 8.40 in time for the free coffee and biscuits.

By start time there were about 100 cars assembled and we all left in convoy (apologies to the other road users en route!). We arrived in Coventry about 10.00 am with no problems on the way but ended up at the Transport Museum

instead of our allocated spot in Broadgate along with half a dozen other Triumphs who also couldn't follow directions. We eventually got parked up in Broadgate by 10.15.

It was really good day. NKA 947 was the only Mayflower there and created a lot of interest with the usual "I learnt to drive in one of those"; "I haven't seen one of those for years"; "That brings back memories"; and so on, being joined by "I used to make those" and "I remember trying to get the heads off these, a nightmare!". Quite a lot of requests to have a sit in it as well, including the kids!

We set off back to Blaby at about 4.00 pm. The Coventry ring road is an interesting place to be in a Mayflower at that time on a Saturday afternoon. Why does the 25 miles back from Coventry all seem to be uphill? Anyway, we arrived home at about 4.50 with no problems having clocked 950 miles since I bought the car at the beginning of May this year.



Above: Assembled at Coombe Abbey and below at Broadgate





Lined up at Broadgate, Coventry

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original, you can send me the material (no vinyl, plastic, or leather. I will advise how much is needed) and her cost is \$20. As an aside to this, I am looking for several original wrenches for my tool roll. They do not have to be in good shape but good enough to be blasted, painted and shown but not used.

Smiths water heater valves: I have exhausted my supply of the triangular cross sectioned grommet and am down to my last good diaphragm. Does anyone know of a current source for these parts? Repair kits substitute a thick rubber 'O' ring for the seal but that is not original. If the diaphragms are not available, I may make a mould up to cast new ones with the stem in place.



Russ Hoenig's tool bag roll

Well Matey, which way is your Mayflower sailing? Of the seven Mayflowers seen last year, two had their bonnet/hood ship sailing towards the windscreen! Which way is correct, with or against the wind?

TMC North America: While eating lunch with Robert Gannon, we were discussing issues we both had with our car restorations. One of the outcomes was the creation of a "North American" site within the TMC website.

What would you think if a NA e/m list was created allowing owners to ask other owners questions and to look for parts. There are currently five Mayflower parts cars in the eastern NA that could help fill parts needs. Being on the list would be optional to any member and does not have to be limited to NA. This would have saved both Robert and I months of work searching.

There are several restorations going on in NA and have advised all to join TMC. Two items that have come up from this are: there will shortly be a need for front and rear quarter window seals. Leland Felix has been contacted and he has reaffirmed that the original moulds were lost. So we will need help from members to determine if they might be available from another source. If not, what would be the interest in having a number made up. If we had some made, does any owner have a good front and back that could be used for a pattern?

Junk needed: Some owners have given me their junk which I save useable parts. Have supplied heater water valves, ignition switches, distributors, carbs, etc, all made up from "parts" but am running out of "junk". Am looking for carbs, PRS-2 ignition switches, heater diaphragms and anything else; thanks.

DON'T FORGET THE

**ANNUAL
RALLY**

**SUNDAY 26th JUNE
HATFIELD HOUSE
HERTFORDSHIRE**

The Annual Rally

by Chad Brown, Rally Secretary

ANNOUNCING THE Triumph Mayflower Annual Rally this year brings me back to Ripon last year when I made the announcement that this year I was aiming at Coventry Motor Museum.

I cannot reflect on that time without reference to the very sad loss of our President Peter Benfield whose last Northern Rally won the best club display in the show and, of course, was the site of our Annual Rally. There will be much more said about Peter in this magazine.

My enquiries at the Coventry Motor museum were very positive with the only major requirement is that we are covered by public liability insurance so maybe next year in the city where the Mayflower was born.

Meantime the 2016 Annual Triumph Mayflower Rally is to be held on Sunday, June 26, in the grounds of Hatfield House, Hertfordshire, a magnificent establishment built in 1611 and set in a large park on the eastern side of the town of Hertford.

The cause of my redirection to Hertfordshire is the gathering of the Triumph Roadster Club together with the Razor Edge Club so we have a showing together of three lovely post war Triumph products all sharing that lovely globe.

My thanks to Bob Wyatt and Tim Newing of the Triumph Roadster Club for organizing this

event and inviting our participation. I think it's a wonderful setting with the house and gardens for the guests to explore and such a rare occasion to have us three together.

The rally is due to commence at 11.00 am on the cricket pitch in the front of the house and access will be gained by using the large black iron gates known as Station Lodge directly opposite the Hatfield Railway Station.

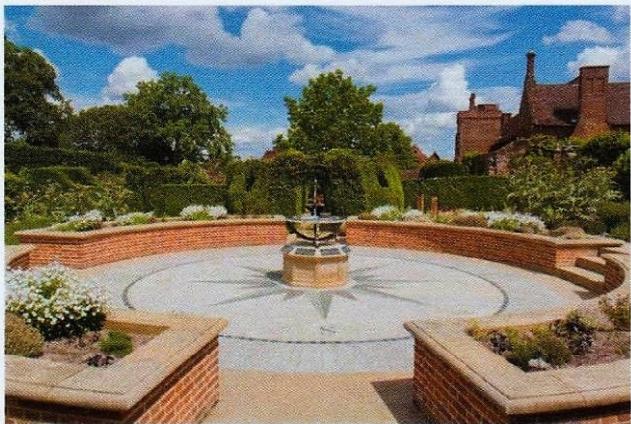
For the navigators the station is on the A1000 Great Northern Road (AL9 5AE). You will need to present the globe logo as printed on the back of this edition of *Flower Power* to gain entry and take advantage of the special group rates.

There will be two choices of ticket: the park and west garden, a formal garden surrounded by a massive yew hedge, at £7 per adult and £6 for children; or for the park and west gardens and the house itself at £13 for adults and £8 for children,

If you buy park and garden only and decide later that you would like to view the house then the upgrade is at the normal public rate of £8 from the nearby public ticket office. There will be no separate rally attendance fees.

Once you have paid your admission fees you will then enjoy a short drive around the one way system (20mph) through the park to the





rally area itself. This is in the park, just outside the formal gardens and right in front of the main entrance to the house and is known as the Cricket Pitch. Members in modern cars will be parked on the tarmac of the adjacent car park which adjoins the rally site.

Near to the rally site, through some large wooden gates, is the Stable Yard where you can find some shops, toilets, a restaurant and also the Old Palace. Dogs are allowed in the park, but not the west gardens or the house.

For those with young children wishing to keep them entertained there is also a Farm for you to visit. This will be charged at the normal public rate of £5 for adults and £2 for children or there is the Bloody Hollow Adventure Play Area for just £1 per person which is included in the farm admission.

Mayflower owners will be issued with a programme giving you the timing of events, like the raffle and prize giving, which will give you

freedom to wander. We are not likely to exceed the number of Roadsters or Razor Edge cars but please don't let Little Nell be alone . . .

Rich historic information regarding this interesting location can of course be obtained by Googling Hatfield House together with some lovely views.

For those of you travelling some distance to attend our annual rally and for those who would like to treat themselves to a complete weekend away there are arrangements and bookings reserved for us at White Horse Hotel, Hertingfordbury, which is about seven miles from Hatfield House. I will be staying at the hotel on Saturday, June 25 and after the rally on the Sunday and of course attending the dinner. It would be nice to have some Mayflower company.

You will need to book directly with the hotel for accommodation but separately for the dinner, three courses followed by tea and coffee at £25 per head, payable to Tim Newing of the Triumph Roadster Club. The special rate is £80 for one night and £130 for two nights bed and breakfast. The equivalent for single rooms are £70 and £110. A number of rooms have been reserved on a first come first served basis so please don't delay in making your booking.

In order to get this special rate please quote CARCLUBBINNE (note not my mistake, last e left off, true 007 secrecy in case other clubs get our deal). The number of the hotel is 01992 586791 or of course you can book on line.

Letters

Fan belt

Dear Nico,

Some time ago I noticed the fan belt was a bit loose. When I tried to adjust it I discovered the adjustment was at its maximum. As this was a fairly new belt I was surprised, so I replaced it with a new belt. This did not seem to make much difference so I came to the conclusion that the problem was that the pulleys were worn. I checked with the club but they were not available.

What to do? The prospect of making a longer adjustment bracket was not very appealing, then I discovered I had an old Datsun engine with the alternator bracket still attached. There was a load of scope for adjustment on this bracket. I removed it.

There was a slight bend on the bracket I squeezed it in a vice it was nearly straight then a sharp whack with a hammer and it was fit for purpose. I did have to grind a small bit off where it fits next to the water pump.

I was now able to adjust the fan belt. However, I took an old fan belt with me to my local stores and asked if they had a toothed belt of the same size in stock. No, but they had two for me the next day!

I fitted one, yes I know it would be difficult to fit two but anyway it is one way I think of coping with worn pulleys. In the meantime, the spares secretary contacted me to let me know he had found a water pump pulley for me. A job for another day! The number of the toothed belt is MITSUBOSI Bx34.

Harry Mulcahy, 1032

Chairman's report

FIRST OF ALL I would like to say it's a sad day for all members of the Triumph Mayflower Club as we lost Peter Benfield on Christmas Day of all days.

I met him at my first AGM that I attended, he was very helpful to me, especially regarding taking on the role as chairman after Howard Pryor, a big job to follow.

I hope everyone has a good year with their Mayflowers, please try to come to Hatfield in June and join in with the Roadsters and Renowns.

I have decided to take the head off my car as it has been playing up and it's getting me down so a head skim, new gasket, retimed and off I go hopefully to the rally at Hatfield.

Do try to get to the AGM in March and make our club that much better, I will see you there, or at the rally in June, happy motoring.

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chairman because as you know Howard was going to be a hard act to follow but Peter was there to help.

Howard Pryor, former Rally Secretary, Vice Chairman and Chairman — I have many fond memories of Peter but in particular I have one little snippet to share — I am sure most of you know I always referred to Peter as dad, having not grown up with one of my own, I guess Peter was to me the kind of dad I would have wanted if I could have chosen one.

Phil Benson, former Editor and Treasurer — I first came into contact with Peter shortly after I joined the club. My first parcel of club spares was accidentally sent to Peter (Member 409) instead of to myself (Member 490). When they arrived Peter rang the Spares Secretary, found out my address and reposted them on to me all on the same day. Over the next 30 years or so I found out that this was a very typical Peter action.

If he could help anyone with anything, he did it. If I had any problem with my own restoration or while running my Mayflower Peter was one of the first to turn to. He almost

1951 Triumph Mayflower 2 door Sedan

Restoration started, complete new brake system including \$350.00 master cylinder, rebuilt water pump \$250.00, radiator gone over, plugs, wires, coil, new tyres never on road, in primer, new 12 volt battery.

Asking \$2300.00 or reasonable offer

Located in Uniontown, Ohio

Contact Garry at 330-699-9062

Photos can be seen at Akron/Canton Craigslist under Triumph Mayflower

always had the answer, or that much needed part or 'knew a man who can' and would get back to you tomorrow, which he always did.

Peter was great at being on time with his reports for the magazine, always so neatly hand-written. Every one full of detail about his travels with Sue in the Mayflower to short break holidays that included a visit to a car show or to a steam railway or some other item of interest.

One of the kindest most reliable men you could ever meet. I have lots to thank him for and will miss him greatly. An exceptional man has left us many memories. A great friend has been lost. To die on Christmas Day seems so poignant but oh so appropriate for such a gentle caring man. Rest in peace Peter.

John Oaker, Membership Secretary — It was with great sadness that I heard of the passing of our Triumph Mayflower Club committee member and good friend Peter Benfield who died on Christmas Day.

He was always a pillar of support to all his fellow committee members and we have all benefitted from knowing him and will all miss him very much.

NKA 947 — a brief history

by Paul Burgess, member 1200

HAVING TAKEN early retirement just over four years ago I found my lump sum stagnating so I decided to buy a classic car for the 2015 season.

I am a bit restricted for storage space as I don't have a garage and my house front is 12 feet from the road so I began by looking at Austin and Morris models from the 1930s.

Then I spotted a Mayflower for sale on a website and remembered seeing one as a kid. I checked its dimensions and found it would fit (just). I had to have one. Unfortunately I missed that first one, it was shipped off to Japan along with a Renown but patience was rewarded and I bought my Mayflower at the end of April.

Once the initial euphoria of ownership had diminished a little and I had done some safety work (new wheel and master cylinders, rear hub oil seals and front bushes), I decided to try and trace some of my Mayflower's history.

The V5C registration form states it was first registered in the UK in 1991 and has had five owners since then, the previous owner having bought it at a show in the Norwich area in 2012. He had an idea it might have been in South Africa at some point. I have since been told that the 1991 registration date is probably due to the computerisation process at the DVLA.

I confidently applied for a heritage certificate from the Heritage Motor Centre at Gaydon, looking forward to finding out if it was still the original colour and where it was shipped to, etc. Unfortunately the only record they had of it was the year of manufacture, 1952.

My next port of call was Steve Coulman, the club historian. Unfortunately the club did not have any records of it either but he did tell me that Triumph made 200 Mayflowers in metallic jade green so there was a possibility mine could be one of those.



Day one — a tight fit!

FLOWER POWER

I next contacted John Oaker, Membership Secretary, and he managed to find out that it had belonged to club member 777 who joined at the end of 1994.

So, to the internet. I tried Googling the registration number and lo and behold there was a picture of my NKA 947 at the Brighton Classic Car Show in June 1993 on a site called DriveArchive. Another site indicated that the registration number was first issued in Liverpool.



At the A47 Classic Car Show on May 4 and below; arriving at her new home on April 30

Just after this I spotted a back copy of *Flower Power* for sale on ebay which I purchased. The vendor then informed me that he had just over a hundred others from the first issue in 1974 to summer 2003. So, off to Nottingham to do the deal and bring them home.



Stanford Hall on June 28

The first mention of NKA 947 was in autumn 1989 when it was listed as belonging to member number 583 who lived near Cambridge. There is a letter in the autumn 1993 issue listing some spares for sale and stating that he and his wife had done the London to Brighton Classic Car Run in 1992 and 1993, which fits with the photo I found on the internet.

There are then For Sale ads from winter 1993 to autumn 1994, the price dropping from £2500 with spares to £1700 without spares when ownership transferred to member 777.

As the membership listing included 583's address, just on the off chance I Googled the Electoral Roll and was amazed when I found that he still lived at the same address. I wrote



him a letter and included some photos and waited with bated breath.

A couple of weeks later I got a phone call from 583's brother. 583 is now 89 years old and quite infirm. Apparently NKA 947 was a barn find in Ireland which 583 bought and restored. Originally it was black with a grey interior and he completely refurbished the interior himself in brown vinyl and restored the exterior, spraying it what I have now found to be Rover metallic British racing green.

He also installed a reconditioned engine and renewed some of the running gear. Although he was so unhappy with the deal he had to do to sell the car he destroyed all the documentation he had at the time, including the brown log book, he has sent me an article from the local newspaper reporting on his entry in the London to Brighton run.

So, if anyone has any recollections of NKA 947, or any tips on finding out some more of its history, please get in touch.

Standard Register TROC 'Birth Certificate'

In trying to trace the history of my Mayflower I applied for a Heritage Certificate from the Heritage Motor Centre at Gaydon, but unfortunately was told that the state of the factory record meant that they only had the date of production.

John Oaker then told me that some time ago he had managed to get a 'birth certificate' for his Mayflower from the Triumph Razoredge Owners Club (TROC). I got in touch with John Bath at TROC and through his good auspices I now have my own Standard Register Certificate.

John has said that he is willing to provide the same service for other TMC members but to cut down on the admin would prefer to deal with blocks of requests. The cost is £16 and the information provided on the certificate is

limited to Commission Number, Vehicle Type, Build Date, Body Colour, Trim Colour and Type and Engine Number as this is all that was recorded in the early 50s (see illustration). Note that the registration number is not included as this was normally done at the dealers.

If you would like a certificate you can contact John by e-mail at: packard-xgb@tiscali.co.uk — if you could do this within a month of receiving this issue of *Flower Power* it will allow him to process the requests as a block.

After this has been completed he will then let you know if the information is available for your vehicle. Cheques for £16 made out to TROC Ltd should then be sent to **Bob Parsons, TROC Club Secretary, The Tower, 9 Water Tower Close, UXBRIDGE, Middx UB8 1XS.**



Standard Register

Extract from the production records of
The Standard Motor Company Limited.

Commission No:	TT 19168 D
Type:	12T Triumph Saloon
Building Date:	Wednesday 2nd April 1952
Body Shell No:	
Tyre Size:	
Body Colour:	Jade Green
Trim Colour & Type:	Brown Leather
Hood/Side Curtains Colour:	
Delivery Destination:	
Other Specifications and Equipment:	Engine No TT 19317 E
Special Notes:	

for codes see reverse

Letters

A new home for "Mable"

Hi Livingstone and John,

"Mable" made the trip from Redington Beach to Jacksonville in fine condition. Derinda is in LOVE with her new 1953 Triumph Mayflower!

The first thing she did on Tuesday morning was to wipe down the auto with Meguiar's Ultimate Detailer. We have not taken "Mable" for her first drive due to the registration issue — signature, but Derinda has practised changing the left-handed gears. She is like a "Kid at Christmas" with new toy.

I have attached several photographs I took at the Safety Harbor British Car Show and one while "Mable" was on the trailer.

We are anxious to join the Triumph Mayflower Club. I have also sent this note to the



"Mable" on show

club mail e-mail address. When the application is sent to us are there instructions of payment in US dollars such as E-Payment, Check or Credit Card?

Thanks
Bill and Derinda Byrd
5042 Cinancy Ct.
Jacksonville, Florida 32277 (USA)
904.704.7595



New owners Bill and Derinda Byrd with John Gogay and Livingstone Truemann at the British Car Show in Safety Harbor, Florida

Letters

Engine mountings

Dear Nico,

I needed to replace my stop light switch and as I had engine mountings to replace I decided to do the lot in one go. I had got the mountings from the club and as these are not the same as the originals a slight modification is necessary. This is explained in a leaflet supplied with the mountings.

The radiator has to be drained and the hoses disconnected to allow the engine to be jacked up. The old rubber has to be removed from the metal part of the mounting and a hole drilled in the centre to take the new mounting.

As I like plenty of room I decided to remove the radiator completely. Now the Mayflower is the only car that I have failed to remove the bottom hose in situ. What I normally do is remove the adjusting bolt from the dynamo and with the other bolts slack I move the dynamo away from the engine this gives plenty of access to the hose where it is attached to the water pump.

On this occasion I decided to remove the dynamo completely. I also disconnected the exhaust bracket midway along the system.

Self-service garage

Dear Sir,

We would like to introduce members to Motorhoist, a self-service garage in Brierley Hill, West Midlands. We rent out two-post ramps and bay space by the hour so that people can work on their own cars.

You can see our garage at www.motorhoist.co.uk to see what we have to offer. We are willing to offer members free tool hire while they are here. All they need to do is let us know that they are members of your club.

We hope that this is of interest to you and your members and look forward to seeing you soon.

Best regards

Jamie Shervington, Managing Director
(see advertisement on right)

Having jacked up the car, supported it and using a piece of six by three timber between the jack and the sump, having removed the mounting nuts I jacked up the engine. I discovered there is also an earth strap from the front of the engine to the suspension bracket on the nearside which needs to be disconnected.

One rubber completely disintegrated and did not need much to clean it up, the other one had to be cut free from the metal mount and did need a little work. I then marked the centre of the mount for each side and drilled a hole in each bracket, it is a little bit difficult to get the exact centre. I found I had to jack the engine a bit higher to fit the new mountings and had to wangle the engine a bit to get everything to line up.

Having tightened everything, I then fitted my new stop switch replaced the radiator and dynamo. The new mountings have made a great difference. The only unease I have is some time later I noticed the bellhousing is very close to the steering rod connecting the two inner tie rods at the back of the engine. Could I have jacked the engine against the connecting rod?

Harry Mulcahy 1032

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enquiries@motorhoist.co.uk

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Brierley Hill

DY5 3LB

07763 411 295

Letters**Trafficators**

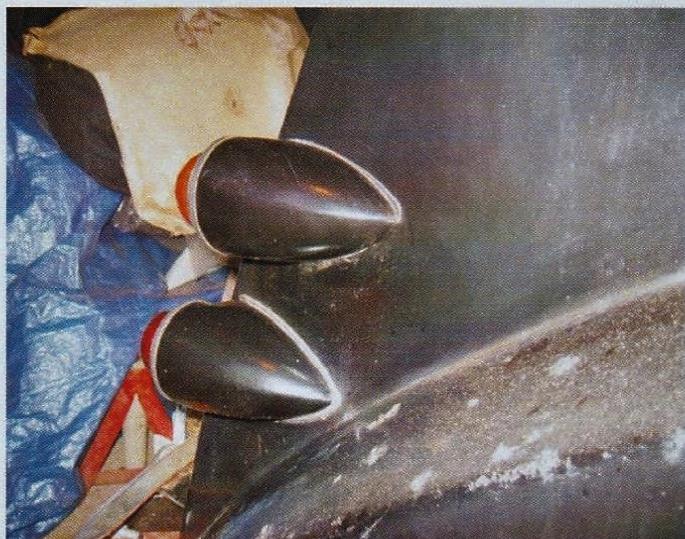
Dear Nico,

I agree with Tony Mason's fears of only relying on those little orange arms popping out from the side of a vehicle, the younger driver would not understand them.

I have incorporated flashing indicators both front and back, the front ones use the old side light holes with a pilot light in the headlight unit.

The rear ones, as can be seen, use the same type of aluminium housing as the brake light.

I would like to think that if flashers were used in the 1950s this would be how the Mayflower would have left the works.



Regards

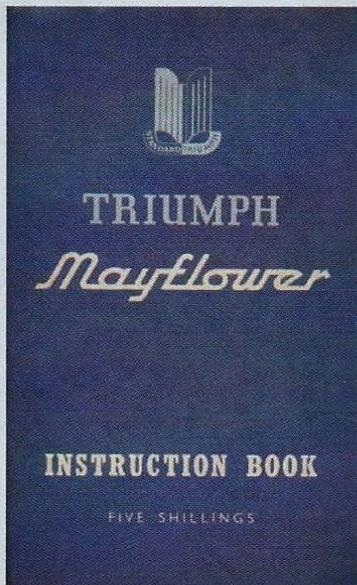
Michael Davidson, 1031

OLD FLOWER POWERS FOR SALE

Spring 1990, Spring 1991, Winter 1991, Summer 1992, Autumn 1992, Winter 1992, Autumn 1994, Autumn 1995 (No. 77), Autumn 1996 (81), Winter 1996 (82), Spring 1997 (83), Autumn 1997 (85), Winter 1997 (86), Spring 1998 (87), Autumn 1998 (89), Winter 1998 (90), Spring 1999 (91), Winter 1999 (94), Spring 2000 (95), Summer 2000 (96), Summer 2001 (100), Autumn 2001 (101), Winter 2001 (102), Spring 2002 (103), Summer 2002 (104), Autumn 2002 (105), Winter 2002 (106), Spring 2003 (107), Summer (108), Autumn (109), Winter (110), Spring 2004 (111), Summer (112), Autumn (113), Winter (114), Spring 2005 (115), Summer (116), Summer 2010 (133), Summer 2011 (137), Summer 2012 (141), Autumn (142), Winter (143), Summer 2013 (145), Autumn (146), and Autumn 2014 (150).

OFFERS — PAYMENT WILL GO TO MACMILLAN NURSES

TEL: 01775 760587 - E-mail: jgogay@aol.com



MAYFLOWER HANDBOOK

(Overseas edition)

In immaculate condition having been kept in original protective cover. Includes lubrication chart in the back

£30 plus carriage

Contact: 01775 760587

E-mail: jgogay@aol.com

TRIUMPH MAYFLOWER CLUB



John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

Worldwide Membership

01-03-16

Dear Member,

Please note that members' annual subscriptions are due for renewal at the end of March. At the 2014 Annual General Meeting it was decided to keep the membership for 2014-2015 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at johnchoaker@btinternet.com.

Thank you

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Please find my enclosed cheque/money order for £30 (to be confirmed at the AGM) membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2017.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars could make out a personal cheque payable to John Gogay, for \$47.00.

Signed _____ Member number _____

My email address is _____

Triumph Annual Rally



Roadster

Hatfield House
Sunday 26 June 2016