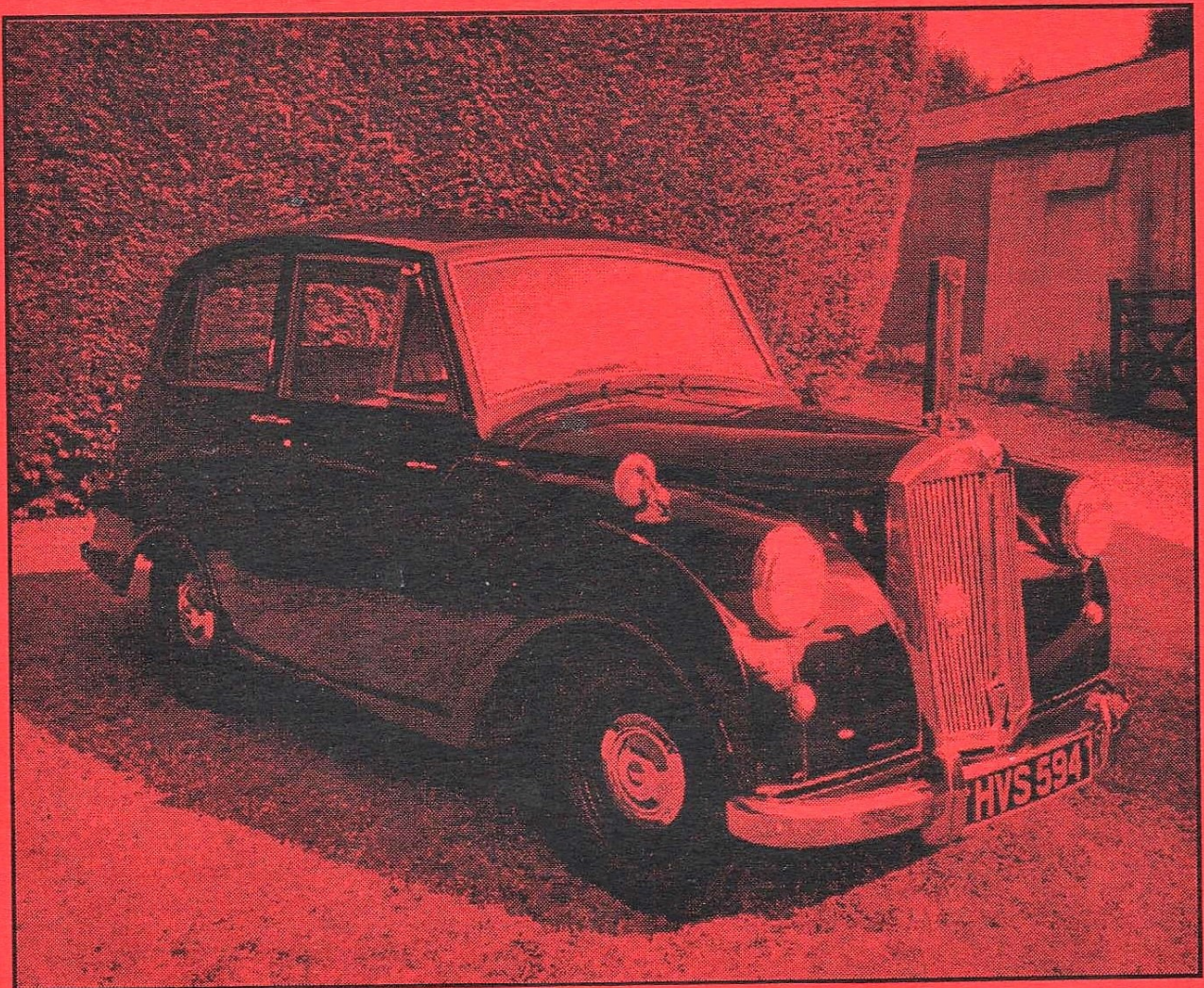


Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2001 No. 102



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2001-2002

CHAIRMAN AND SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ Tel: 01609 761260
VICE CHAIRMAN	Tony Booth, 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642 E-mail: tonyboothmanuals@btconnect.com
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WSI 2QG Tel: (01922) 633042 E-mail: johnchoaker@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/ CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061 E-mail: mayflowerhistorian@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*

CONTENTS

EDITORIAL	Page 2
CHAIRMAN'S REPORT	Page 3 - 5
NOVEMBER COMMITTEE MEETING	Pages 6 - 8
TECHNICAL TIPS — Overheating	Page 17 - 19
RALLY SECRETARY'S REPORT	Pages 9 - 10
<i>Details of next year's annual rally</i>	
FORTHCOMING EVENTS	Page 12
LETTERS	Pages 11

Cover: Stanley Hopkin's Mayflower

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.

NOTICE OF ANNUAL GENERAL MEETING SUNDAY 17th MARCH 2002

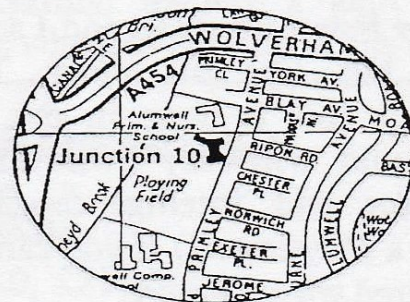
2.00 to 4.30 pm to be held at

**ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

AGENDA

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



Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand.

The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.

Editorial

Please contribute

AS EDITOR I have the dubious luxury of having a "special" relationship with all members, even though I'll probably never meet most of you.

You suffer my diatribe and I suffer your silence. I have to think of interesting and informative items for this vehicle and you have to sit there and read it thinking "Good show!" or "What a load of old cobblers!"

Of course I never get to know this or hear the screams of ecstasy or anguish because 75 per cent of you can't be bothered to get involved in the magazine or Club unless you need something. Oh dear, have I upset our special relationship?

Of course it's my role to put *Flower Power* together, and I accept this, but like all other TMC officials this is done in my own time and with my own limited intellect and intelligence (I do drive a Mayflower!) If you can't be bothered why should I?

Support your editor and Committee in 2002 and beyond. Write to me with your views on the Club, the Committee, my Editorship, your Mayflower, tips etc.

Anything is welcome so long as it's Mayflower related. Better still come and tell me I'm a moron at the AGM and hand deliver your contribution.

Merry Christmas and a Happy New Year.

Complete Mayflower For Sale

No information available
He is open to offers
Dundee area, Scotland

Contact John Leech on
01382 666779
or E-mail at
john.leech@amserve.net
<mailto:john.leech@amserve.net>

FOR SALE

1953

Mayflower

MYM 359 on original V5
Manuals, some history
Good tyres

Ideal restoration project

£600 ono

Contact:

Mike Hackney, Doncaster

01302 391838 or
07900 034960

Chairman's Report

NORMALLY this is a fairly quiet time of the year but against all odds I found September and October to be busy months.

In some respects this was due to taking on the extra task of Secondhand Spares Secretary, with considerable activity in not only two large lots of spares but I also happen to have been in an area where these were located and acquired them from former members.

Some items were new old stock and these have been passed onto the New Spares Secretary whilst the used items have been added to the considerable stock the TMC now holds.

In particular two new members have been helped with a wide range of spares and hopefully these purchases will enable them to complete their cars and attend our annual gathering.

In spite of the persistent presence of Foot and Mouth disease in the north of the UK I was able to attend three more rallies after Quainton.

The first was at Thorpe Perrow, where an alternative venue at Bedale High School enabled the rally to take place, the second was at Sunderland Hall, Selkirk, Scotland and the third was a small gathering organised by the White Rose Society at the renovated railway station at Bolton Abbey, Skipton.

Memories

At the Bedale High School rally I purchased some new spares for the TMC at the autojumble and apart from the enjoyment of the show itself I encountered a former TMC member, Neil Kershaw, and his wife. Both of them still hold fond memories of their Mayflower days.

Two other encounters proved interesting, namely a gent from York who was later on in the day to

Secondhand Spares Secretary's **Winter Sale!**

Pair new Rear Springs £50, £27 single

Oil pump £15 - Petrol pump £15

Starter switch £10

Michelin tubeless tyre, as new, 560 x 16, £9

All prices exclude carriage

Phone Peter on 01609 761260

look at a Mayflower for a friend from the Isle of Wight.

As this meeting was only six miles from my home I offered to pass an opinion on the car. In agreeing to this request I met up with Terry Robinson from Billingham who was selling his Mayflower after many years with the TMC to concentrate on his 1947 Bristol.

His car was an excellent buy for the asking price with excellent chromework, stainless steel exhaust, original push button radio and original interior.

Later in the evening I received a call from the Isle of Wight for my opinion and a deal was struck the next day.

Second encounter

My second encounter was with Mike Jefferies and his son Tom who had recently purchased a Mayflower but were unable to bring it the 10 mile journey from their home because of serious overheating.

WANTED

Contributions for Flower Power No. 103

Send to:
The Editor, Steve Coulman
by post or E-mail

WANTED GOOD RESTORED MAYFLOWER

FOR SALE

USA LHD Mayflower

in poor condition

Contact:
Francois Collard
E-Mail lilatex@hetnet.nl

I have since spent a day with them trying to rectify their many problems, which were unfortunately not just related to overheating. I'm sure they have the enthusiasm to overcome these problems.

Sadly their experience confirms that it is best to join any club first to avoid pitfalls that may be avoided with the experience of fellow members.

The Selkirk rally lived up to expectations with over 600 cars present on the Sunday, including the Mayflowers of Ian Watt and John Burgess.

This event is held over two days with a "regularity" run over 60 miles of beautiful Borders country.

1953 Triumph Mayflower

Black, nice condition
Same owner since 1978
Full working order
Many spares. PTV 484
Drive away
Being sold due to steam
trains taking over all spare
time. £950 ono

Phone 0115-925 5273 or
07713 822806

or E-Mail

alan@rileyelf.fsnet.co.uk.

Alan Watson (160)
9 Quorn Close Attenborough
Nottingham NG96BU

At my last outing to Bolton Abbey I was delighted to meet up with Alan and Maureen Kormes in their immaculate Renown. I'm sure you will be pleased to know that they are still Razoredge enthusiasts and hope to join us at our rally again.

It was interesting to read in a recent edition of *Classic Cars* where the Mayflower was listed as a possible alternative to the Austin Metropolitan together with three other cars, including the Austin Somerset.

The author had obviously done their research on the Mayflower with an accurate assessment of facts on body, chassis, engine, transmission and interior with a final verdict of "Very upright, with styling you'll either love or hate. A cheap quality car that could be a viable DIY prospect." The Mayflower and the Somerset were both awarded three stars as possible alternatives.

Finally I was delighted to act as host to Forbes Alexander who called for a few hours on his way north to Edingburgh with his new acquisition 439 HYO, which he had just purchased from George Formby (AKA Norman Ward).

Norman had done much to this Mayflower but other projects now fill his agenda. Norman will remain a valuable member of the TMC and will continue to share his knowledge.

FOR SALE

**Red 1952
MAYFLOWER
with 1200cc Herald
engine/gearbox**

New chrome

New interior

**Contact
Dave Miller on
01773 821996**

November Meeting 2001

HELD AT the Alumwell Junior School, Walsall on the afternoon of the 25th. Thanks to John Oaker for arranging the venue and refreshments.

Attendees: Peter Benfield, John Oaker, Howard Pryor, Tony Booth, Malcolm Barnsley, Stephen Coulman, Forbes Alexander, Eddie Copson and Paul Norton.

Apologises from: John Gogay, Tony Thorpe, Phil Benson, Dave Miller, Norman Ward, George Formby and Morecombe and Wise.

The meeting was held in good humour, as usual, and the following matters were discussed.

Technical Advisors: Norman Ward, via Peter, offered his technical knowledge on the Mayflower to other members. It was agreed that Norman's offer and experience be accepted and that three other volunteers be found so that they could each write an article for *Flower Power* a year. Will you volunteer to share your knowledge? Please contact the Chairman before the AGM in 2002. Thank you Norman.

National Rally 2002: Howard Pryor and John Oaker advised on the negotiations to get next years rally off the ground, which is no mean feat! John has visited Hatton Country World and thought it an

RECOVERY Special Offer

Like mine, your Mayflower never gives up the ghost
However, if it ever should (perish the thought) you would be in good hands if Britannia Rescue and *Which?* magazine are to be believed — and why not? Mayflower Club members are entitled to 15% discount on their subscription and the Club gets £4 for it's (your) coffers for each member who joins up with them. It's up to you of course so give them a call next time you are shopping around for vehicle rescue cover.

**Call the Britannia Membership Hotline on 0800 591563 or
E-Mail member.services@britanniarerescue.com**

We know you don't need it but we thought we'd let you know for your modern car's sake

The cars the Star!

Earn extra pocket money by registering your
Mayflower with Film Cars UK on 01202 773673
or on line at www.filmcarsuk.com

Work offered may include photo shoots,
television or film

Good luck and please mention
the TMC when calling

excellent venue. More details to appear in the next edition of *Flower Power*. Our thanks to Howard and John. Would you be willing to help Howard arrange the 2002 Rally and future rallies? Call Howard on 020-8440 8623.

Triumph Forum: This is held twice a year when the Triumph Owner Clubs get together to discuss all things Triumph and agree on National events etc. It was agreed that Tony Booth represent the TMC at all future meetings. Thank you Tony.

Secondhand Spares Coordinator: With regret Stephen Coulman stepped down from the role as Spares Coordinator. The purpose of this post was to build a database of spares held by individual members with the aim of putting

those in need in contact with members with that "vital bit". Unfortunately, despite numerous pleas, only three members had sent Stephen a list of spares they would be prepared to give/sell to other members of the Club. Many calls for help from members have been received with little opportunity to pass them onto a member who could help. If you want to resurrect this idea please send your list to Stephen as soon as possible. *Do not call Stephen Coulman for spares*, please call the Secondhand Spares Secretary on 01609 761260. Thank you to Peter Benson, Fred Newman and Jim Smethurst for their comprehensive lists.

Secondhand Spares Secretary: Peter said he was arranging the refurbishment of steering idler

arms as there was quite a demand due to recent MoT failures (mine too, *Ed*). £15 each is a likely figure, which may reduce if members send their idlers to be refurbished all at once. If you have an idler requiring refurbishment contact Peter on 01609 761260, or better still bring it to the AGM in 2002.

Peter is struggling for space as he holds nearly all the TMC secondhand spares at his home address, including large items such as doors, bonnets, engines, axles etc. With respect to Peter, this is compounded by his age.

Stephen Coulman said that it was unfair to expect one person to hold the vast majority of TMC spares at their home and that the TMC should consider renting a garage to help the situation.

The club had a duty, in his opinion, to keep presently unwanted spares for the future and not to just think in the short term. This was not supported at the meeting due to the likely annual cost of renting a garage.

Do you have garage, lock up or other space you would let the TMC

Wanted
Engine Mountings

Mike Jeffries on 01765 635552

use rent free or at a peppercorn rent? Please contact Peter on 01609 761260. Thank you to Peter for all your hard work with regard to secondhand spares.

Rally Prizes: Peter and Howard raised the old chesnut of rally prizes and Concours d'Elegance. After a lively debate it was agreed that Howard draw up a system for the Concours competition based on the Triumph Roadster Club awards and that judges be appointed.

This would be put forward at the AGM in 2002 for adoption. It was agreed that the Forbes Alexander Non-Cours award be retired due to the improvement of Mayflowers attending the rally in recent years. Many thanks to Forbes for his sponsorship of this award over the years.

The George Jeary, Chairman, Distance and Back Seat Memorabilia awards remain unchanged.

WANTED

Radio space blank, boot restrainer, battery cage

OFFERED

Cylinder head, rear light aluminium holders (maroon)

Tomas Hill (927)

E-Mail th233247@trurocollege.ac.uk

Rally secretary's report

HATTON COUNTRY WORLD is the venue for our Annual Rally in 2002 and the date will be June 30.

Hatton has all the promise of bettering our previous few years venues for facilities and interest.

Unfortunately it is now confirmed that the Pre-1940s will rally at Brooklands in Surrey and the Triumph Razoredge Club will now hold their annual rally at the Avoncroft Museum in Birmingham but will hope to attend in some form at Hatton.

The format of the rally will be as previous years but with only us and the Triumph Roadster Club participating. The absence of the other two clubs will not in anyway detract from the interest in the rally.

Following a request from some of our northern members we looked north for a new venue and found Hatton, situated just north of Warwick, south of Birmingham and within easy reach of the M40 at Junction 15. It is perfect for the rally and family day out.

I am really looking forward to this rally and hopefully beating our record of 21 cars.

After this years rally at Quainton, I and other committee members felt that some of the judging was not quite right. Please understand do not think for one minute I think of any fiddling. No I mean that our judging needs to be fine tuned, altered or adjusted to suit the amount of cars now turning up.

The Concours was discussed at length at the recent meeting at Walsall. We have had self-judging for as long as I can remember, where you looked down a line of cars and picked out the ones you

YOU CAN ADVERTISE IN FLOWER POWER FOR FREE

Just send your advertisement to
The Editor
Stephen Coulman

2 complete Mayflowers

*in a scrapyard between
Henley-on Thames and
Wallingford*

Apparently the owner is a
'character' and needs kid gloves
treatment or he'll tell you to go
forth! 01491 835662

thought "looked" best. But now with so many cars in top condition it was felt that a panel of judges would perhaps be best suited to take over from the present system.

There are too many ifs with the current system. If you were late arriving maybe some people had already judged. If the colour was wrong was the car misjudged?

Unanimous decision

What was unanimously decided was that we at least need rules that dictate our future winners and then those that wish to compete can do so by the rules laid down.

One car that came to Quainton and did not win a club prize went on to win "car of the show" at a local rally, which just shows the standard of cars competing.

More information on concours will appear after our AGM. If you have any feelings or suggestions to add please let a committee member know or better still come to the AGM.

For those who wanted to win at our concours and didn't, please try again. Believe me we are not a cliquey club, we are, as I always say, "the friendliest club in existence".

The Forbes Alexander Trophy, awarded for the saddest looking Mayflower with an MoT, has been suspended.

It was originally genuinely donated to encourage members to drive to the rally in their cars

without feeling embarrassed in any way.

It is now felt that the trophy has turned into a "wooden spoon" and this was not its original intention. If you have any ideas on how to use this trophy for the good of the club or can think of a new competition please let me, or a committee member, know.

Keep an eye open in the press for some of the bigger rallies. The New Years Day Rally at Enfield is good, the Triumph Special Show at Stoneleigh is definitely worth a look and so is Alexandra Palace.

Remember June 30 at Hatton Country World, make a note in your diaries. The hotel details will follow in the next issue but the price will be around £50 per person for en suite bedroom, 3/4 course evening meal, breakfast and amazing company!

A Merry Christmas and a Happy Mayflowering New Year to you all.

Howard

NOW AVAILABLE

FRONT SUSPENSION REBUILD KIT

Everything you need to
rebuild your front suspension
trunnion/wishbone

£45.00 per side

*Available from the
Spares Secretary*

Letters

... and E-mails

Chauffeur for a day?

Dear Sir,

I've a friend who used to own a Mayflower. She loved it! She was a school teacher and is now retired and drives a boring Renault Clio!

Is there anyone in the Northamptonshire area who has one that she could have a look at/ride in?

I own a Mk1V Spitfire and she loves going out in that, but seeing a Mayflower would be a treat! Her name is Evelyn and she lives in Ringstead, Northants NN14.

Please contact me, Peter White, on E-Mail pjwhite@dial.pipex.com <<mailto:pjwhite@dial.pipex.com>> (or contact the Editor by phone if you are not on E-Mail and he can help). Many thanks.

G'day to the Group

Dear Sir,

I'm a new member in more ways than one. Yesterday I picked up on a trailer my Flower and brought her home where over the next few years I plan to restore her to her former beauty.

If anyone can inform me of her birth year I would appreciate it. The Comm Number is TT 12666 DL.

I live in Brisbane, Australia and would be interested to hear from other Mayflower owners in Oz.

Cheers, Moggy
turtle0469@yahoo.com

Model Mayflowers

St Martin's World of Model Cars, St Martin's Lane, London, WC2 sell 1/43rd scale models of the Saloon and Utility at £69.95 each.

Better spares service?

If members have any difficulty in contacting our Spares Secretary, John Gogay, at any time please try Howard Pryor on 020-8440 8623 who may be able to assist you.

**This editions
bargain!**

**3 MAYFLOWERS
FOR SALE**

£200 as moving home

Reply:

Chris Tee, Lithywood Acres
Green Lane, Hambledon
Hants PO7 4SX
Tel: 01392 632659

Forthcoming Events etc . . .

5th January — Rufforth Auto-jumble Rufforth Park. 01904 738620.

6th January — The Great British Autojumble. Hall 5, National Exhibition Centre, Birmingham. 10:00hrs to 17:00hrs. £6:50 entrance, free car parking. Call 0121-767 4848.

Sunday 6th January — The Great British Auto-jumble NEC Birmingham, Details 0121-7674848.

20th January, 17th February, 17th March — Newark Autojumble. Newark and Notts Showground. 01773 819154.

27th January — Malvern Bits & Pieces Three Counties Showground. 01684 575902.

27th January, 24th February, 24th March — Huddersfield Victorian Market. 01773 819154 .

2nd-3rd February — Bristol Classic Car Show, Shepton Mallet Royal Bath and West Showground. Details 0117-907 1000.

10th February — Triumph Show.

10th February, 10th March — Uttoxeter Racecourse 01773 819154

10th February — International Triumph Show and Spares Day. National Agriculture Centre, Stoneleigh, Warwickshire. Advance tickets and information on 01568 797881.

17th February — MG Show.

24th February — Garstang Autojumble. 01772 691009.

9th-10th March — London Classic Car Show. Alexandra Palace. 0115-912 9185.

17th March — TMC AGM, Alumwell Junior School, Walsall. This is your club so please attend or write a letter to the Chairman with your views, comments and suggestions.

31st March — Mini Show. All 3 shows at the NAC Stoneleigh 01568 797228.

7th April — Ford Show. Donnington Park Leics. 01568 797228.

14th April — Penrith Autojumble. 01772 691009.

27th October 2002 — The National Restoration Show. National Agriculture Centre, Stoneleigh, Warwickshire.. Advance tickets and information on 01568 797881.

30th June — Make a date in your diary for our National Rally, in conjunction with the Triumph Roadster Club, at Hatton Country World. Unfortunately the Pre-1940s Club will not be with us and the Triumph Razoredge Club are doubtful, having not yet confirmed. With an outstanding 21 Mayflowers in attendance this year we need YOU to help us reach 25+. Centrally located Hatton Country World is five minutes from junction 15 of the M40. Take the A46 to Coventry and leave at the first exit turning left onto the A4177 and then follow the signs. The venue has many farming attractions, children's activities and a shopping / crafts village. More information next edition of *Flower Power*.

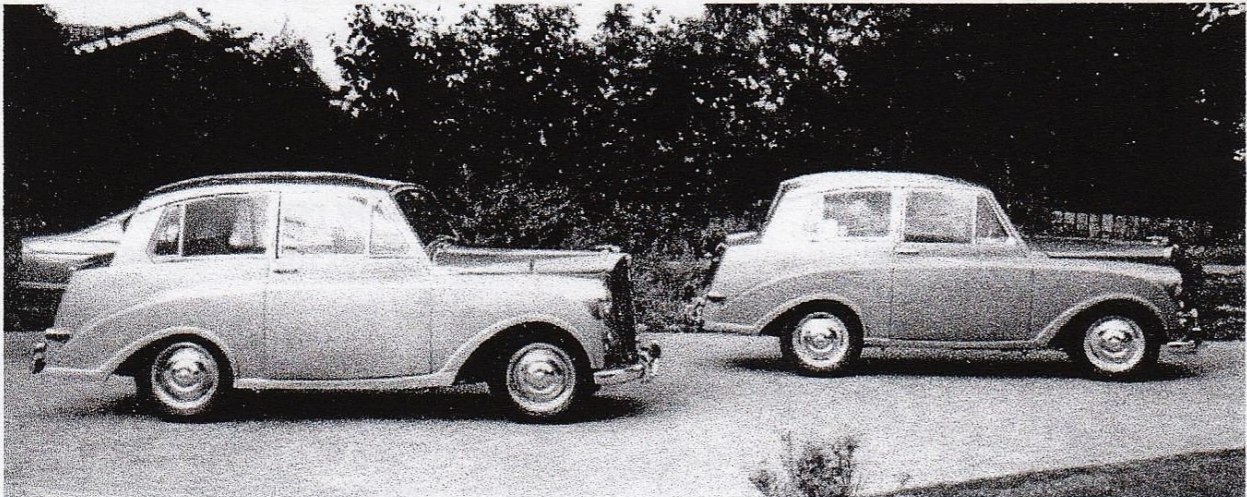
Winter Tips/ Jobs

HERE IS A few jobs you could do during those dark winter months.

Renew distributor top bush — part 59773, Lucas 404374, £1.50. This enables more accurate setting of contact breakers and gives smoother running.

Fit an in line petrol filter, preferably at the exit point from the tank. Renew annually to get the full benefit as a partial blockage can give engine fade out after restarting similar to summer petrol evaporation.

Check the petrol sender unit. The angle of the float arm should be 130 degrees to give a zero reading on the gauge with approx. a half a gallon remaining in the tank (clever stuff eh!).



For older UK members — “Which has the Toni?”

FOR SALE **1953 TRIUMPH MAYFLOWER**

Restored over the last four years - Engine, gearbox, back axle rebuilt. All the chrome parts have been re-chromed, all rubbers replaced, re-sprayed in grey with red interior, all brake parts and pipes, steering joints and bushes replaced. New tyres all round. Comes with a shed load of spares, too many to list.

***Offers in the region of £3,000 to John Kent
Telephone 0117-979 8791***

Body Shop

IS YOUR 'Flower suffering from sagging seats? If so this might help.

Remove the offending seat to your workbench. an examination of the underside may well expose two common faults on the front seats. You should find the spring layout as shown in fig. 1.

The shadad area is that which suffers from sagging. an examination may well show the spring marked "X" has broken. The cause is generally rust weakening the spring, caused in

MAYFLOWER E-GROUP

**For those of you
on the internet
why not talk to
Mayflower
owners all over
the world?**

**E-mail Address:
triumph_mayflower@
egroups.com**

Renovating or Storing an Engine

Enginewise have produced a catalogue containing information, etc, on products available by mail order to protect the inside of engines. These include oils, dehydration kits and engine closure kits.

Call them on 01472 347400

E-mail:

sales@enginewise.co.uk
or visit www.enginewise.co.uk
for further information
Mention TMC when you call

many cases by prolonged dampness and drying out under the seats.

Some of you may remember the rusting springs underneath beds in the days gone by, caused by the evaporation of liquid from the potty!! (same principal).

If you are going to recover the seats the spring can be replaced, however, if the seats are in good condition replacing the spring is not easy but you can effect a temporary repair.

Strap a three inch piece of spring steel to the existing broken section and bind with heavy gauge wire, then solder the binding wire.

This works surprisingly well and to boost the filling in the shaded area a double fold of ordinary household carpet manoeuvred into position will level it out.

TRIUMPH MAYFLOWER FOR SALE 1953

Painted in Triumph Laurel (deep green)
Fully restored, new chrome, new tyres, new brake/fuel
lines, stainless steel exhaust, new wiring loom etc

Offers in the region of £2,500

Please reply to:

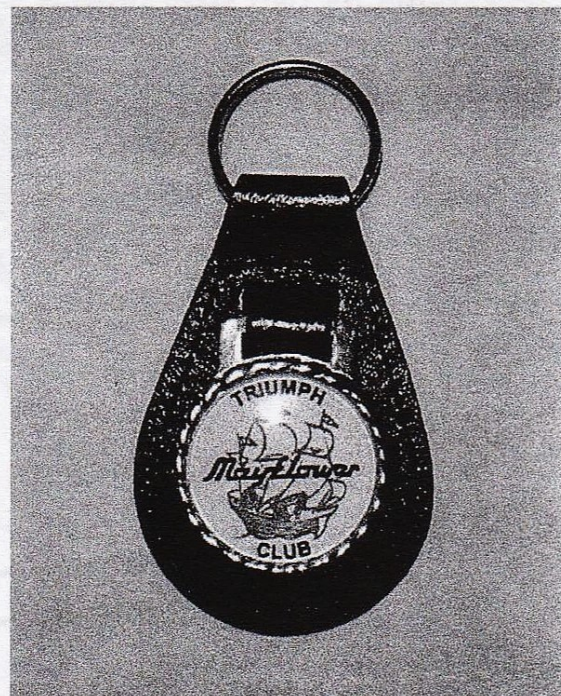
**Pete Slater (681)
12a Apsley Close, Bishop's Stortford
Herts M23 3PX
Telephone: 01279 658139**

**TRIUMPH
MAYFLOWER
CLUB**

KEY FOB

**Available from
the Spares Secretary**

**Price £3.50
+ post/packing**



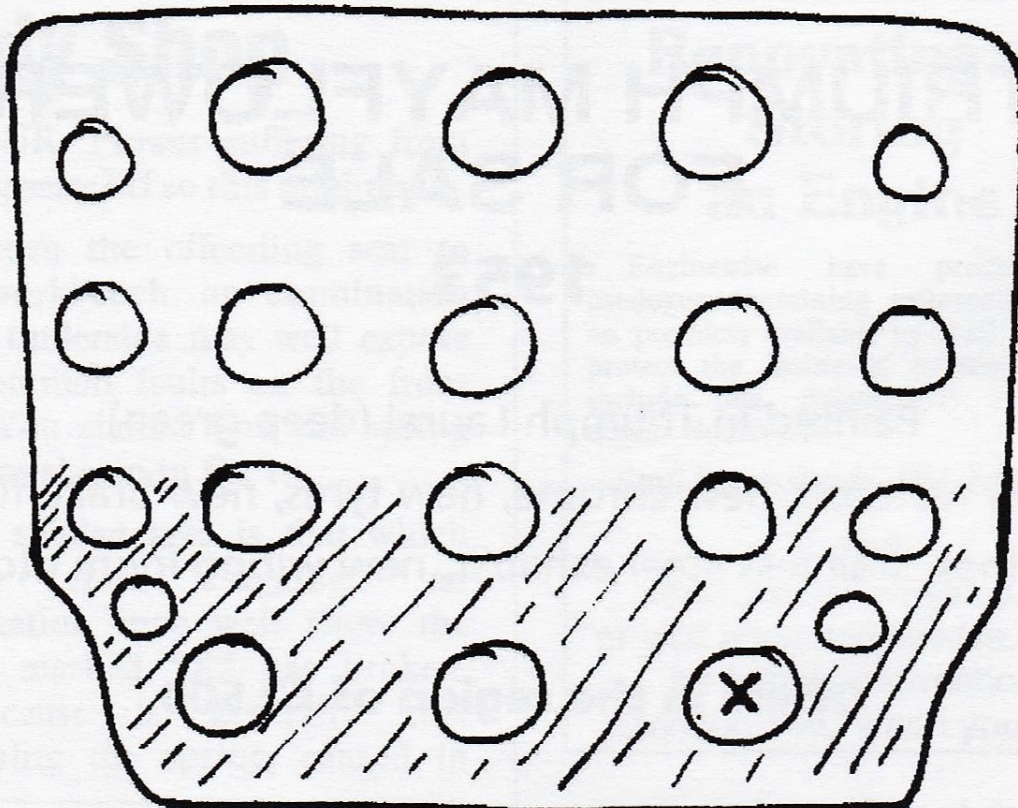


Fig. 1 — Rear of seat

This will at least help until you are ready to repair and recover the seat.

The next problem concerns the front swivel bar. It is attached to the seat frame by two steel dowels secured by split pins.

The problem is that the split pins brake off leaving the dowels to move out of position. Seat movement is incorrect and also

causes the rake of the back rest to move further back than normal.

In addition it can allow the side of the back rest to hit the door armrest when moved forward, causing wearing of the fabric on the back rest.

When refitting the dowels ensure that a washer is between the frame and split pin (see fig. 2).

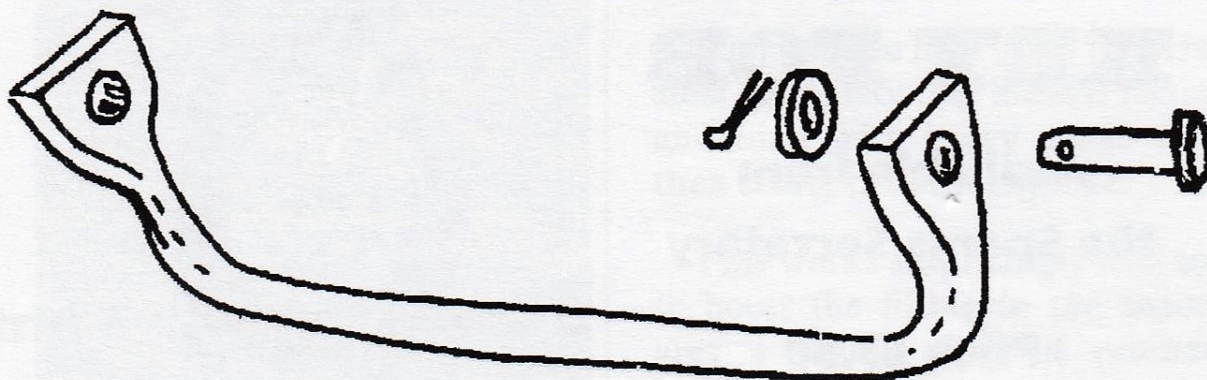


Fig. 2 — Front swivel bar showing the method of attachment

*Tech Tips***Fuel failures**

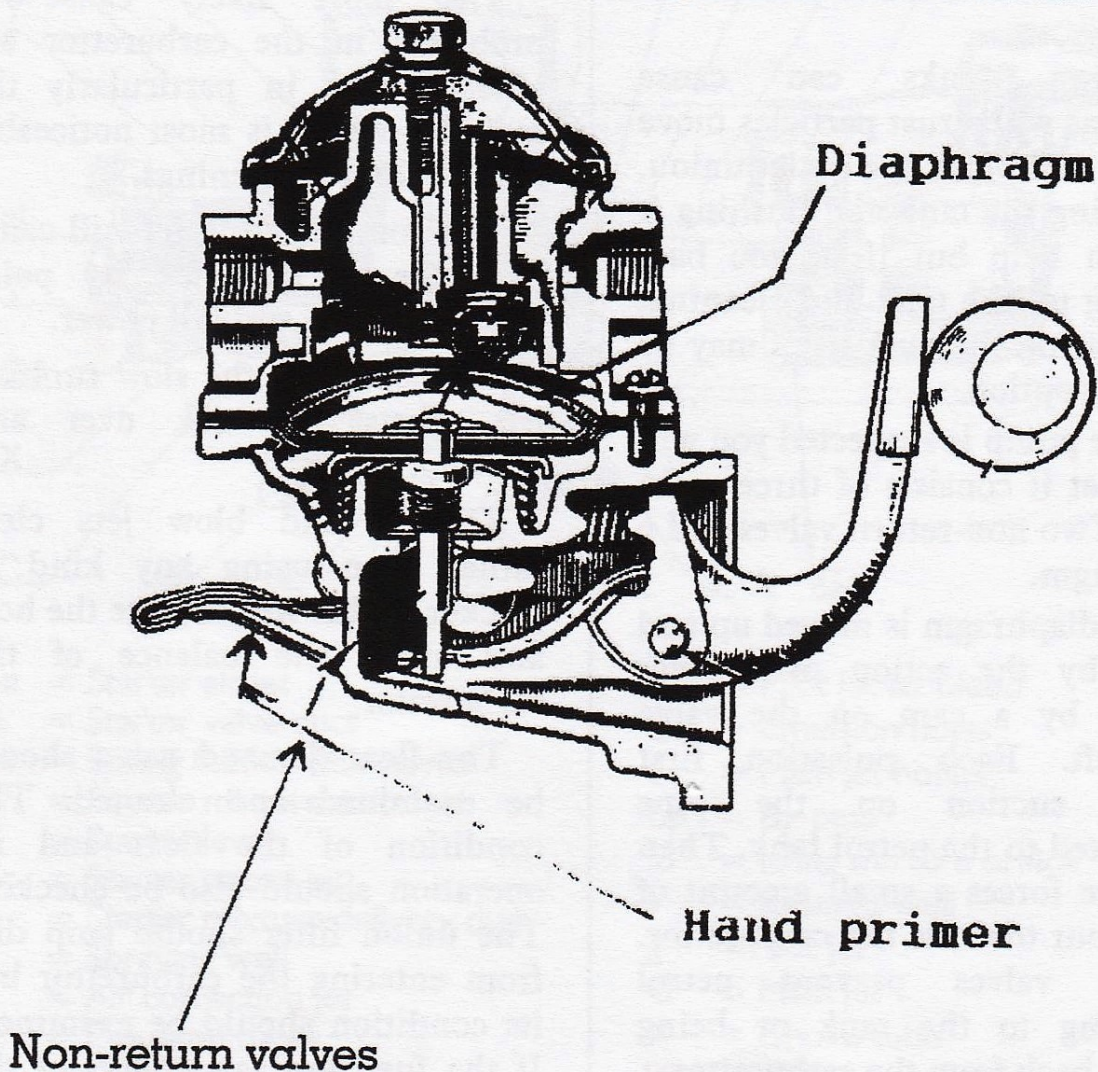
UNFORTUNATELY the engine which refuses to start or stops when running can be difficult to diagnose, as the symptoms of fuel failure and electrical failures can be very similar.

If the engine is running, failure due to fuel starvation is not quite so sudden as an ignition fault and there will most likely be a series of spurts and stops before the final failure.

Make sure there is petrol in the tank, gauges can stick or indicate that there is petrol when in reality there is none.

Disconnect the petrol feed pipe at its union with the carburettor and either turn the engine by hand via the starting handle or use the hand primer on the petrol pump, check if petrol spurts from the pipe.

Fuel failure can be felt by use of the hand primer, an empty carburettor takes about four or five depressions of the lever, after which a considerable resistance to the primer can be felt, this usually



indicates that the carburettor is full.

If there is fuel in the tank there are only three reasons for fuel not reaching the carburettor. A blockage in the fuel line to the pump, a pump failure, or a blockage between the pump and carburettor.

Disconnect the tank to pump line, if blocked a high pressure air line can be used to blow out the obstruction, or the simple tyre pump works quite well. This method can also be used on the pipe between the pump and carburettor.

Rust

Rusting tanks can cause problems when rust particles move around and block the outlet union. Removing the tank and flushing it out can help but if its too bad, opening up the tank and cleaning, or replacing the tank itself may be the only option.

If the pump is suspected you will find that it consists of three main parts. Two non-return valves and a diaphragm.

The diaphragm is moved up and down by the action of a lever moved by a cam on the valve camshaft. Each pulsation first causes suction on the pipe connected to the petrol tank. Then pressure forces a small amount of petrol out towards the carburettor. Simple valves prevent petrol returning to the tank or being sucked back from the carburettor.

Examine the valves and diaphragm for signs of wear, damage, decomposition or distortion. If none of these are seen a foreign body trapped beneath them may be the trouble.

Leaving the car or petrol pump in a hot place without petrol in the pump can cause the valves to distort. The pump should be assembled with care and in accordance with the repair manual as failure to obtain the correct adjustment on the operating linkage can cause the fuel flow rate to be either excessive or insufficient for the engine speed.

The most likely cause of problems in the carburettor are blocked jets, in particularly the main jet which is most noticeable at high throttle openings.

The compensating jet will cause problems at the pick up point between idling and full power.

A blockage in the slow running jet affects the tick over and starting.

Remove and blow jets clear rather than using any kind of pricker as this will enlarge the hole and affect the balance of the carburettor.

The float demand valve should be examined and cleaned. The condition of the float and its operation should also be checked. The union filter should stop dirt from entering the carburettor but its condition should be examined. If the fuel bowl and ducts of the

carburettor are found to be contaminated with dirt the entire unit should be dismantled and cleaned in accordance with the service manual.

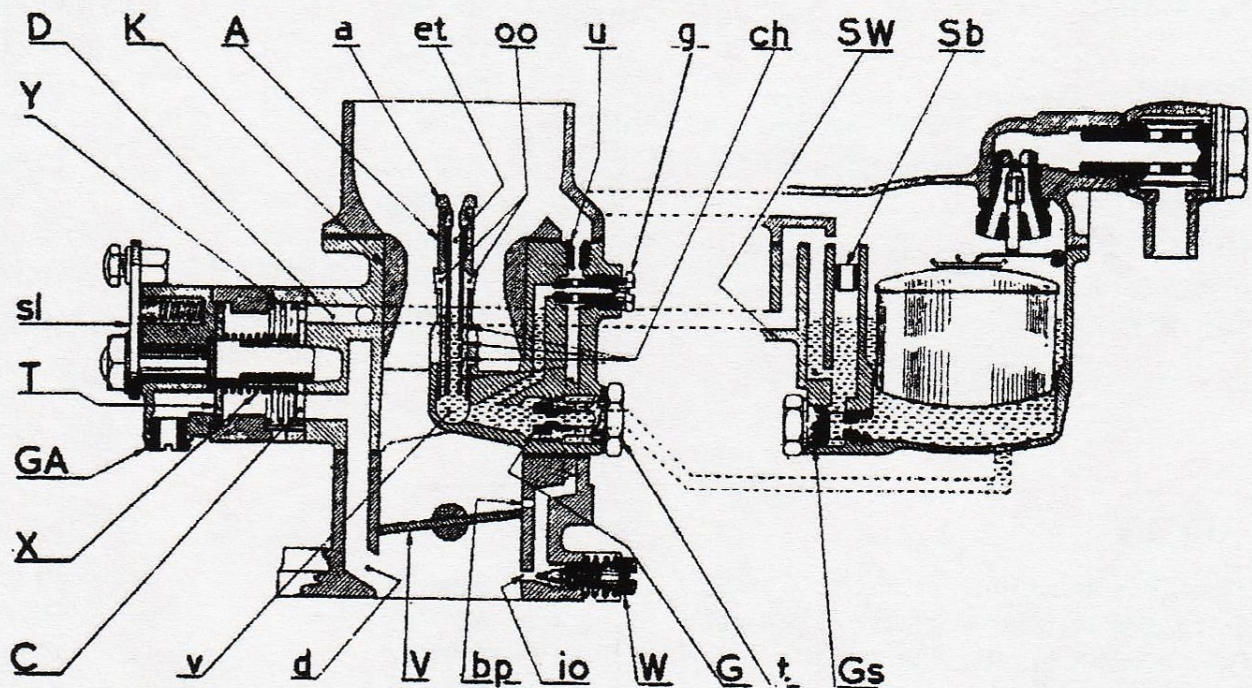
The condition of the manifold gaskets is also important as leaks here start in a small way affecting the mixture entering the cylinders and upset the slow running. As the leak increases it can cause the mixture to weaken to the extent where it will not ignite.

A blocked fuel drain pipe can give rise to a pool of petrol forming

in the manifold. This can cause an over rich mixture which will over choke and stop the engine.

Do not forget the exhaust system, it has been known for the engine to stop as a result of the tail pipe becoming blocked through reversing into a grass bank, etc, or pranksters blocking it for you!

Readers are reminded that extreme care and caution should be used when dealing with petrol. The battery should be removed to prevent the possibility of sparks from the electric system.



- | | |
|-----------------------------------|-----------------------------|
| Ga = Starter air jet | u = Pilot jet air bleed |
| cc = Starter valve duct | ch = Emulsion holes |
| dd = Spring loaded disk valves | t = Main jet holder |
| c = Starter mixture exit duct | bp = By-pass |
| si = Starter lever | io = Idling mixture orifice |
| Gs = Starter petrol jet | v = Reserve well |
| d = Starter mixture delivery duct | g = Pilot jet |
| A = Spraying well | G = Main jet |
| a = Air correction jet | K = Choke tube |
| et = Emulsion tubes | W = Volume control screw |
| oo = Spraying orifices | |

FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
COOLING SYSTEM				
Water Pump Bearing for spindle, pair	1	100764		10.50
Water Pump Grease Seal for bearing	1	60313	Payen NB020	1.50
Water Pump Main Seal for impellor	1	100858	Payen NB020	8.50
Water Pump Gasket, housing to body	1	100847		0.40
Water Pump Plug (no heater)	1	57216		1.10
Water Pump Adaptor (when heater fitted)	1	101343		1.40
Water Pump (body only)	1	200198		22.00
Water Pump Gasket, pump to cylinder head . . .	1	100820		0.40
Water Pump Circlip	1	500047		0.40
Water Pump Circlip	1	100851		0.30
Water Pump Distance Piece	1	100760		1.00
Water Pump Impellor	1	101400		8.90
Water Elbow Gasket, thermostat housing	1	57103	Unipart GTG103	0.25
Fan Pulley	1	200385		11.00
Fan	1	200826		9.80
Fan Belt	1	200203		6.50
Thermostat Gasket, thermostat housing to head	1	101657		0.40
Water Pump Bearing Housing	1	200199		12.00
Radiator Filler Cap	1	422222		7.50
By-Pass Hose	1	101656		3.80
Draining Tap	1	61478		10.20
Top Hose	1	101466		6.50

BODY

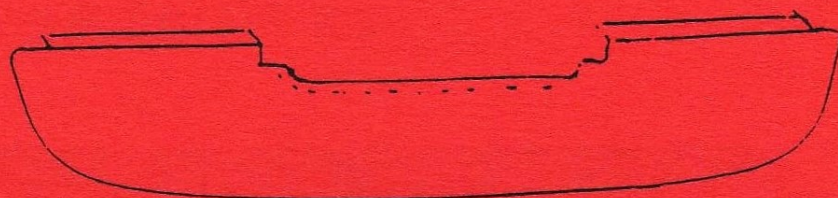
Door Lock Assembly L/H, from TT15068	1	601070		13.00
Door Lock Assembly R/H, from TT15068	1	601071		13.00
Boot Handle, non-locking (*31)	1	600627		17.00
Boot Handle, locking (*31)	1	600632		26.00
Boot Skin	1	900077		P.O.A.
Striker Plate R/H Door, from TT15068	1	601022		13.00
Striker Plate L/H Door, from TT15068	1	601021		13.00
Bonnet	1	900147		P.O.A.
Bonnet Support Channel	1	700193		21.00
Door Handle, non-locking, up to TT15067	1	600626		—
Door Handle, locking, up to TT15067	1	600631		—
Mayflower Door Badge	2	600661		16.50
Bonnet Handle	1	700120		36.00
Boot Hinge, righthand	1	600689		22.00
Escutcheon, boot handle	2	600635		7.00
Radiator Grille, nearside only	1	800149		42.00
Wheel Embellishers, set	1			P.O.A.

Classic Car Sills

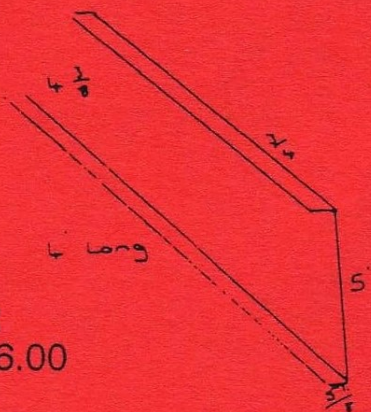
Parts for the Triumph Mayflower



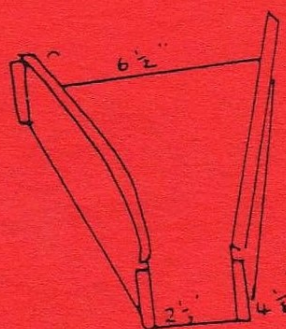
SILL £20.00



FRONT
APRON £45.00

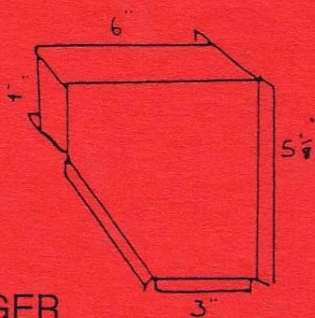


INNER
SILL £6.00



OUTRIGGER
£7.50

Inner sill £6.00



OUTRIGGER
£7.50



REAR SPRING
CHASSIS
£7.50

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

A Very Happy
Christmas and New Year



*from the
Triumph Mayflower Club Committee*