

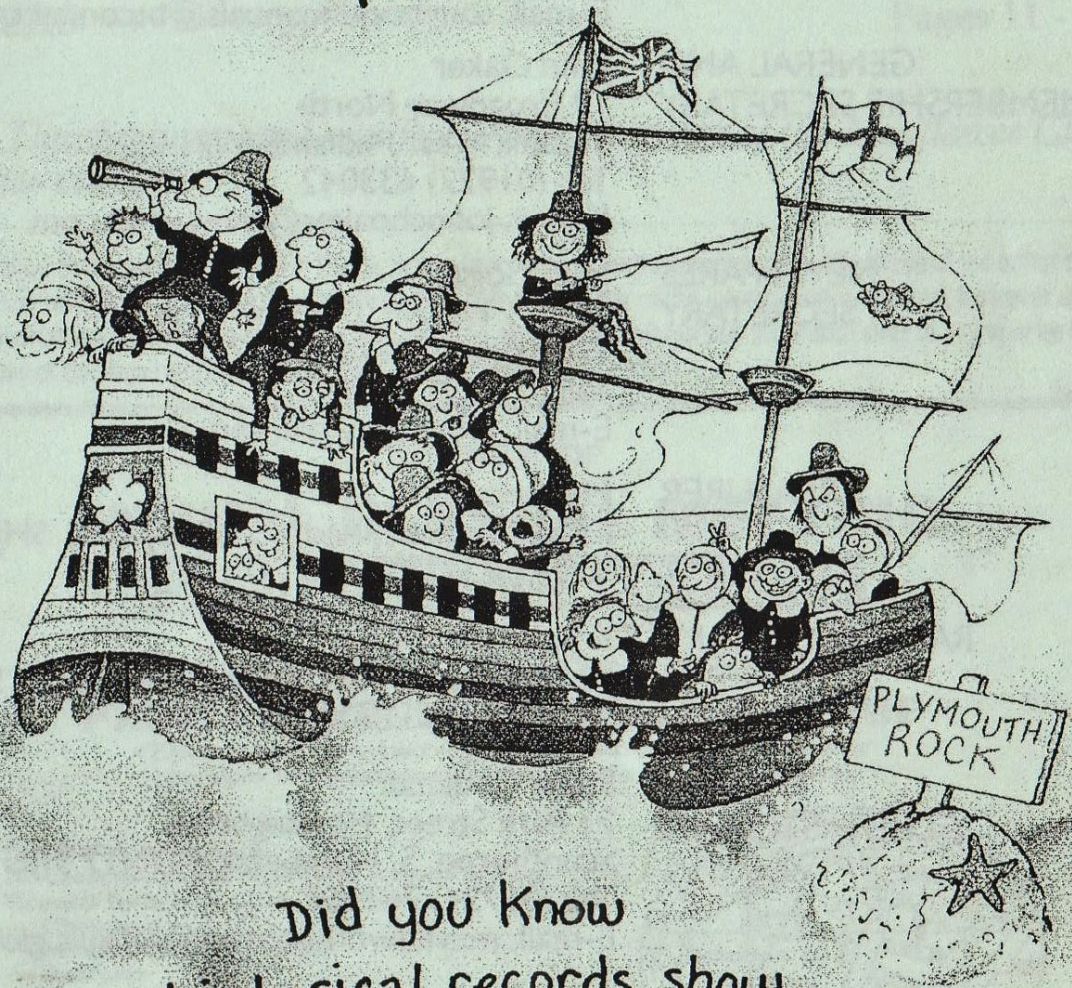
Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2002 No. 103

To a Special Relative!



Did you know
historical records show
that one of the original
passengers on the Mayflower
was our cousin twice removed?

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 WS1 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	Pages 3 - 4
OVERHEATING PROBLEMS	Pages 5 - 7
RALLY SECRETARY'S REPORT	Pages 8 - 10
STEERING IDLER ARMS	Page 8
FORTHCOMING EVENTS	Page 12
LETTERS	Pages 11 - 23

Cover: Thanksgiving card sent from America to one of the Mayflower Club committee members

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

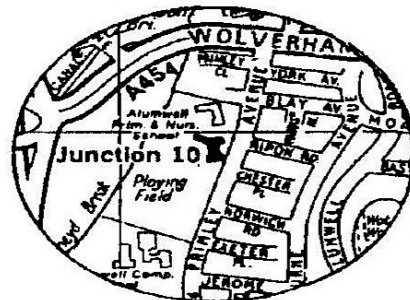
2.00 TO 4.30 pm to be held at

**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 keep it up**

WELL WHAT can I say? There *are* more than a dozen members who have the ability to pick up a pen instead of a spanner! I *am* a moron and I don't mind being proved wrong — are there any more of you out there? (contributors that is, not morons!).

Many thanks to all who contributed. If your letter/article did not appear this time round it is due to lack of space and will appear soon.

Don't stop now — keep it coming!

As a supplement to Malcolm Barnsley's article in this edition on overheating I should like to offer the following, learnt this February

Web-sites**Club Site**

www.
triumphmayflowerclub.com

**Club
Historian Site**

www.users.globalnet.co.uk/
~nicouls/mayweb2.htm

from personal experience of not checking the simple/obvious first!

If your car is overheating first check there is sufficient water in the system and there are no air locks!

After rebuilding the distributor and setting the points and ignition timing for the umpteenth time I removed the top hose from the heater box, started the engine, blew out a load of hot air (no change there I hear you say!) and added a pint of water to the system that should have been there in the first place.

Quick dash down the road up to 60 mph and voila! No more overheating — wally!

FOR SALE

5 Wheels @ £8 each, engine block £10, gearbox £20, boot lid £20, spare wheel carrier £10, fuel tank £20, radiator + grill £20, windscreen £20, bonnet with handle £20, door glass £5 each, 1 passenger door with glass, handle and hinges £15, back axle £20, wishbones £10 each, steering box £20, rusty bumpers £10 each, propshaft £15, gauge console £25, steering wheel £20, heater £20, cylinder head refurbished £50, rear springs £10 each, waterpump £10, crank £5, brake drums £10 the lot, rear window £20, tatty seats £5 - all prices negotiable.

Alan, Nottingham, UK
0115-925 5273 or 0115-919 3349
alan@rileyelf.fsnet.co.uk

Chairman's Report

I AM pleased to report that 2001 saw the Triumph Mayflower Club continue to prosper with an outstanding turnout of 21 cars at our rally at Quainton, Bucks. This was the most we have ever assembled and reflects the healthy atmosphere pervading the Club at present; certainly very rewarding to committee members who strive throughout the year to produce ideas and venues which will appeal to all members.

Rallies over the last three years have seen gatherings of 19 cars and to break the 20 'barrier' was an outstanding achievement.

Success does however produce its problems, as the saying goes "It is better to travel hopefully than to arrive". Now we have made 20+ there are no grounds for complacency. I appeal to all members to continue to support our rallies, which have become in many ways

family gatherings where we not only show our cars but also meet old and make new friends.

Newcomers can feel assured they will be made most welcome, either with their cars or their presence for support and interest. With such continued support the future of the Club will be assured for many years to come.

Whilst the annual Rally is the icing on the cake we must not forget the bread and butter of the Club, which is of course *Flower Power*.

In reality it is your magazine, a medium in which we can share our thoughts, opinions, ideas and even criticisms. If material is in short supply the Editor's job is a nightmare and I appeal for members to be a little more vociferous with their thoughts on their cars, other rallies they have attended 'showing the flag', any tips, in fact anything Mayflower.

The outbreak of Foot and Mouth (in the UK — now well and truly ended!) put a damper on a large part of the rally season, particularly

DON'T FORGET THE ANNUAL GENERAL MEETING

SUNDAY MARCH 17

**at 2.00 pm at the Alumwell Junior School
Primley Avenue, Walsall**

in the north, where popular and established gatherings such as Glamis and Mellerstain were cancelled. Sunderland Hall proved one exception and three members and their cars attended.

Thanks to Jim Poole who gallantly responded to the request of a retired schoolmistress for a ride in a Mayflower. Jim not only fulfilled her wish but also put his car on display at the recent International Triumph Show at the National Exhibition Centre (UK).

This was the first time I have attended this show and found it a most enjoyable experience. It was truly an 'atmosphere of Triumph'

WANTED

Contributions for Flower Power No. 104

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

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

For Sale

1952 TRIUMPH MAYFLOWER in Black

The car is in good condition for the year, however it does need tyre, exhaust and a full re-fit on the interior. It was last used July 2001 and has not moved since. The engine has been run quite a few times since to keep it lubricated.

If anyone is interested then a reasonable offer may not be refused.

Jerry Upton
tr4triumph@yahoo.co.uk

with Jim's Mayflower making up a foursome of Renown, Roadster and Dolomite Roadster.

With Chairmen of all four clubs present, and the support of our Rally Secretary, much informal discussion took place with a platform for the next three rallies put into place.

If all the committees can agree to the venues suggested our successful foursome rallies will continue ensuring exhibitions of Triumph cars from their respective periods. An autojumble, the presence of Tony Beadle and Graham Robson of *Triumph World* magazine, adequate catering and members from our club made it an excellent day. I would like to thank all concerned for their attendance and support.

Overheating problems

by Malcolm Barnsley (912)

AFTER THE annual rally of 2001 I could not believe how many Mayflowers were suffering from overheating problems.

I can never remember my grandfather complaining of my car overheating when he owned it in the 1950s, 60s and 70s. (I took her on in 1975 with a mileage of 33,933, and then she was off the road for 26 years).

I was a little surprised when my Mayflower overheated badly from Kent to Aylesbury using just 'A' roads. The journey took a lot longer and was more agonising than it should have been, so I set out to overcome the problem and after many hours of work have come up with the following.

**Don't forget
your spare
FAN BELT**

Part No. 200203
at £6.50

Available from
The Spares Secretary

Before I go into my findings, I would like to say that anyone with a little mechanical knowledge can carry out the following instructions or know someone who can help.

Most Mayflowers overheat when the engine is under load, i.e. accelerating hard or going up hills. It has also been known that overheating will occur on a motorway at a steady 50 mph. Of course, modern day petrol doesn't help as it burns hotter than petrol of the 1950s.

Fan Belt

The first thing to check is the fan belt which must be the right one and adjustable. Check also that the blades are the right way round. Engine timing is very important.

Firstly, check that the contact points are correctly set, if badly pitted fit a new set, between 0.012" to 0.015". The marker on the timing cover shows "top dead centre" and on the bottom pulley there is a dot. As there is no timing marks on the bottom pulley you will need to mark the two degrees before TDC (5 mm) with white paint in order that the timing is set correctly (engine runs clockwise).

To find out whether the advanced and retard is working, you will need a strobe light. This is to enable you to see the timing marks. (As the fan blades are very close to the timing marks make sure you don't get the strobe light caught up in the blades while the engine is running.)

Fit the strobe light on to number one spark plug lead, start the engine and warm it up. Point the light at the white marks on the front timing case, you will see TDC, the two degrees before TDC marks, and if needed, adjust the distributor turning it very slowly by undoing the retaining bolt.

When the timing is correct tighten up the bolt then check the timing is correct as sometimes it moves slightly when tightening.

With the engine running, you can now check the advanced and retard is working. Very carefully point the strobe light at the front timing mark. When you can see them clearly, pull the accelerator cable back and as the engine starts to increase its revs you will see that the advance and retard system starts to work. The white dot will move to where it is marked below.

I have put a diagram to help explain the sequence above (see Fig. 1). With all the above work carried out it is time to road test.

If you are still overheating it is probably the radiator that is blocked. The only way to tell is to have it flow tested. In my opinion it is not worth mucking about with. Get a new core fitted as being of modern material it disperses the heat more effectively and the radiator people leave you with the original top and bottom tanks.

I tried "Holts Anti-Freeze — Methanol Free" part number PAF 50A (5 litres costs about £13) in an

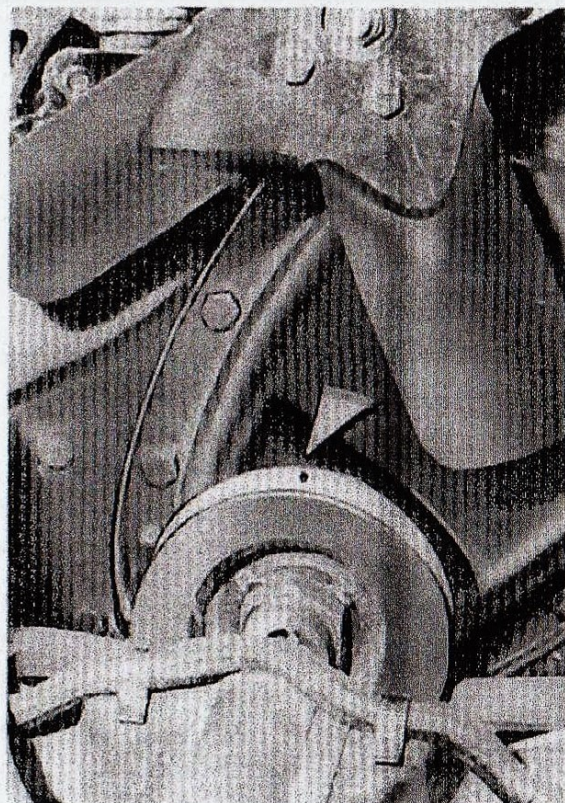


Fig. 1

Astra — ordinary anti-freeze versus new anti-freeze. I took the car to north London from Maidstone, Kent and back and the car ran a quarter cooler with the new anti-freeze, which also helps break down the sludge in the car's engine at the same time.

I run the anti-freeze at $\frac{3}{4}$ anti-freeze to $\frac{1}{4}$ mix. It makes a lot of difference as my engine was now running too cold which is as bad as an overheating engine.

The radiator people advised me to buy a brand new thermostat, yes a thermostat, the number is AC1, which helps keep the engine temperature constant between 70°C and 80°C.

Next I flushed out the heater matrix by fixing the garden hose and letting it run through for about

five minutes. I purchased a new heater valve from the club and at first I was puzzled as to how it worked.

Only by looking at the car's original one and taking it apart did it become clear. It has a three way working with the off in the middle position and full on when set at either end. The only reason I think they did this is because on some cars it was fitted in different position.

I went to my local plumbing centre, got two washers (19mm wide with a 10mm hole in middle and 2½mm thick) and stuck them together with 'Superglue'. These were made to fit between an inlet pipe and the valve as shown in Fig. 2).

Fit the washers over the pipe, use some gasket sealer and bolt the lot together. This worked with no problem for me. (I've done this with motorcycle puncture repair patches — *Ed*).

I would advise fitting a new heater pipe as old ones can always cause trouble especially when you are miles away from home. This goes for all hoses. I can obtain new bottom hoses for the Mayflower Club members if required.

The heater matrix has hot water passing through it at all times, and because of this, the heater matrix acts as another radiator, the cooling effect is even better. When at the 2001 rally I heard people had put their heater on to help cool down the engine. In fact all they did was heat up their feet on a very hot day!! The valve and setting work as in Fig 2.

I would like to thank the radiator people, namely, Just Rads based at Higham, Kent for all their patience and expertise. It makes the Mayflower a lot nicer car to drive when you do not have to worry about overheating and I hope this article has gone some way in helping, those that need it, with the problem.

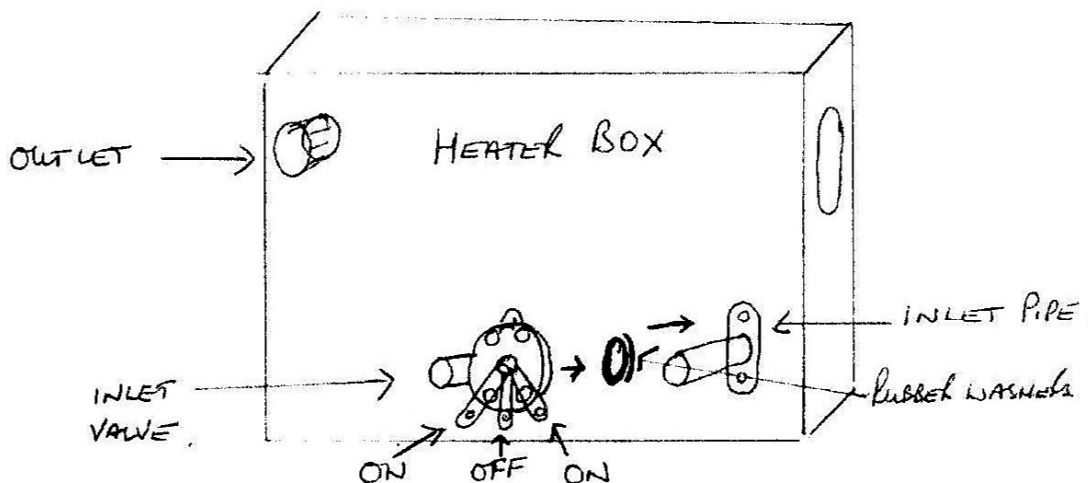


Fig. 2

Rally secretary's report

MANY THANKS to Jim Poole for displaying his Mayflower at the Triumph show at Stoneleigh NEC on the Early Triumph Stand. Jim's car created a great interest amongst the Roadsters, Renowns and pre-1940 Dolomite, which was particularly pleasing.

Quite a number of our members turned up to sign the guest book and sample the free tea and coffee given away by Joan Sewell of the Roadster Club. Our thanks to Joan and Roadster Chairman Bob Fitzall who did most of the

co-ordinating in organising the joint ETC stand.

The event also had great significance in that all four chairmen of the ETCs were present and managed to sit down for an hour to discuss future plans for joint rallies. Suggested venues were Kimbolton Castle for 2003 in Cambridgeshire, Blenheim Palace for 2004 in Oxfordshire and Burford Wild Life Park in 2005. It is hoped these proposals will be adopted at the AGM on March 17 (see you there?).

Although a few months into the future we will be having a club stand at Ascot in November 2002 with the ETCs. Free entry for two is given plus pride of place on the stand. More details at a later date but any person willing to show



Forbes Alexander with his two Mayflowers, is it two!!

their car at this show please contact me. Again, a long way in the future, but why not plan now as a Mayflower is required for the Bristol Show in February 2003 — please contact me.

June 30 is the date for this year's Annual Rally at Hatton Country World, just south of Warwick on the M40. With a record attendance of members and Mayflowers in 2001 the rules of judging the concours are being revised. The proposed new rules will be submitted for adoption at the AGM and, if adopted, will be printed in the next issue of *Flower Power*.

Should you wish to see any new rules in time for the Annual Rally contact me and I will post you a full set. It is proposed that the new rules will have a panel to judge an aspect of the car, e.g. exterior bodywork, chrome work, interior, under the car and under the bonnet.

It is not the intention to pull the cars apart nut by nut but to try to preserve the way Sir John Black's factories made them. However, special allowances are being considered for modern or additional safety items such as indicators, seat belts and radial tyres which will not be penalised.

What did you do over the winter? Well first I stripped my front suspension down to rebuild and tidy it up a bit, then in January Loretta and I were invited to a wedding in Galashiels, Scotland.

Having never travelled to Scotland before we decided to make it a bit of a holiday and travelled up on Thursday evening, stayed in North Yorkshire near Northallerton and had a very pleasant evening meal with Peter and Sue Benfield.

With the wedding party over on Sunday we headed for Edinburgh to visit Forbes Alexander. We spent a very pleasant day including the inspection of both his Mayflowers, finally having dinner with him in a restaurant called the

**YOU CAN
ADVERTISE IN
FLOWER
POWER
FOR FREE**

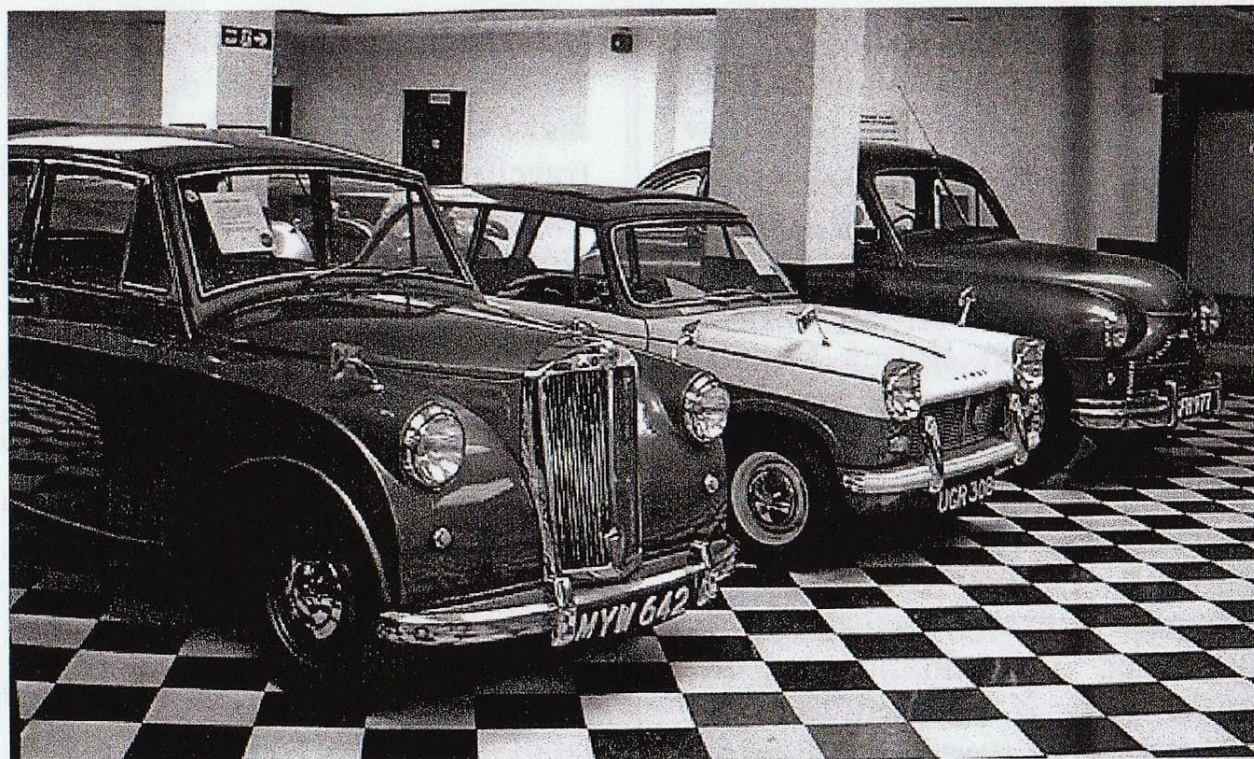
Just send your advertisement to
The Editor
Stephen Coulman

**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



Low mileage Mayflower in the Glasgow Museum of Transport

Filling Station which is full of car memorabilia, including a radiator grille from a Triumph Renown.

Our next stop was Glasgow to see the Royal Yacht Britannia, with its Rolls Royce on board and then, via a shopping mall (well it can't all be good), to the Glasgow Museum of Transport which has extremely good examples of a very low mileage grey Mayflower, two tone green Herald, grey Standard Vanguard and maroon Triumph Roadster.

The next day we headed back south through Gretna Green across to the A1 and home to London covering about 400 miles. If you are guessing, *no* we were not in a Mayflower but saw enough of them to make up for it.

Howard

Steering idler arms

A SPECIMEN reconditioned idler arm has been produced by a reputable engineer and, if approved by the Committee at the AGM on Sunday March 17 (are you going to be there?), a number will be produced. If you need one please let the Spares Secretary know to help anticipating demand.

A further announcement will be made in the next edition of *Flower Power* as to supply to members and cost.

Hopefully they may be on sale at the Annual Rally at Hatton Country World on Sunday June 30 (are you going to be there?)

*Letters**. . . and E-mails***Mayflower Utility**

Dear Ed,

I started out on this roller coaster ride to restore a 'Flower' by casually asking a friend, who has restored 2 cars from the ground up, to look out for a Mayflower for me, and let me know if he should hear of one or see one suitable for restoration. He has done a 1928 Rugby and a 31 VX Cadet Vauxhall. The Cadet is a variation on the one that was released in the UK. The Cadet released here in Australia had a 6 cylinder Bedford truck engine in it rather than the four cylinder, 2litre engine fitted for the local release. It was also the first passenger car to be fitted with a synchromesh gearbox (or at least that is what I've been told). He has done them from the ground up, and has done complete 'body off' restorations.

Now, his absolute dedication to the task of restoring his vehicles has nothing to do with this story other than to put the reader in the frame of mind that my friend is very keen to do things right. Hence he set about the task of finding me a 'Flower' with the same tenacity that he rebuilds his own cars.

So, within three weeks he had found a car suitable for a full restoration about 120 miles from my home. It was pretty much 'complete'; and dare I say it —

complete with rust more than commensurate for its age. However, as these little charmers haven't been seen on our roads for 40 years or more, I thought that I should get it to make a beginning on the project.

What prompted the project in the first place is probably a bit of nostalgia (that's 21st century jargon for "not wanting to let go of one's youth). You see the first 'modern' car that I had was a 'Flower' — traditional black in colour with a top speed of 65 mph. I know that because I flogged the engine out twice in the years that I owned it - making sure that it lived up to its expected performance figures. If only we could be wise at 18.

Checking with the local chapters of the Triumph Clubs here in Queensland I realised that I would virtually be on my own in this task. There are a couple of 'Flowers' in Victoria, but that is two hours south in a B737, and really one enters another world when one ventures south of the Queensland border.

The Triumph owners in my neck of the woods prefer to relive the years of their callow youth, and opt for the 'sporty' models rather than the classic styling of a razoredge.

The day duly arrived and I was off to retrieve the old girl from a wrecking yard. It had been parked up awaiting cannibalisation next to

continued on Page 13

For Sale in Motorsport 1969

A 1953 Mayflower was advertised for £265, in Loughton, Essex — number plate 1 FKT.

Using the “Mars bar” index (a Mars cost 6 old pence in 1969, now they are around 35 new pence, or 14 times their 1969 price) the car would be worth about £3,710.

This shows that our cars are roughly keeping pace with inflation in the UK but are certainly not to be considered an investment! I wonder what 1 FKT would be worth today on its own?



Triumph works photo of trial and brake testing through mud!!

Forthcoming Events etc . . .

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*.



Charles Mogg's Utility find

a shed so the one side (passenger) is very badly corroded. None-the-less, most of the vehicle is intact and over a period of time will come to fruition. The parlous state of the body work made me realise that I should look for a better example, so with true Aussie ingenuity I decided to do it the lazy way by placing an ad in *Country Life*, a bi-weekly paper that goes all over our vast state.

The country folk were, in my opinion, likely candidates to have an old car stored in a shed or left out in a paddock somewhere, as they had no further use for it (this is a particular trait of the outback Australian farmer — he throws nothing away, but lets it rot away in a corner of a paddock).

The advert turned up a rare find indeed as a neighbour of two elderly brothers saw the ad and called me telling me that if I could

get them to part with 'it', 'it' would make that part of their paddock a bit tidier! Obviously, he is not an enthusiast of the Watch Charm Rolls. A few phone calls later and I had agreed to have a look at 'it'. I was told 'it' was in bad shape and was a body only, but I was beside myself when they also told me that it was a Utility. — *Continued on Page 22*

*Charles Mogg (932)
Tamborine, Australia*

More miles than CCs in 2 days!

Dear Steve,

I thought perhaps the members might like to learn of my latest Mayflower outing. But first a little background on VOW 006. Ten years ago I stripped out all the

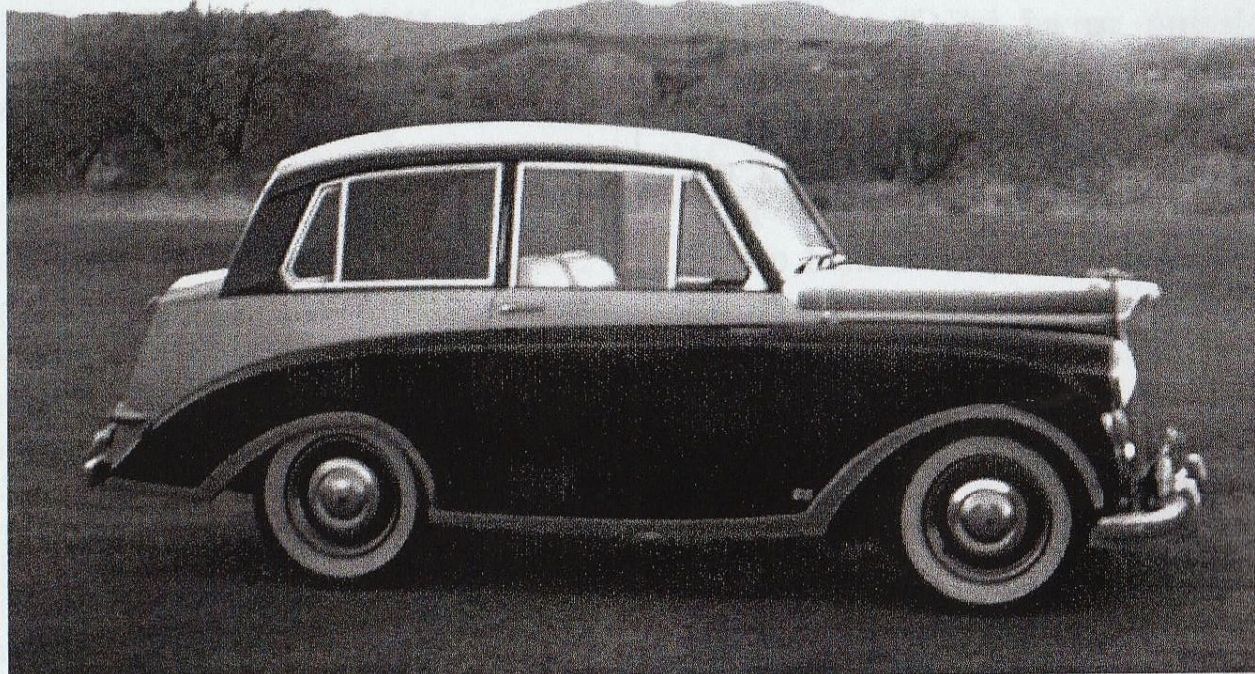
running gear and replaced it with MGB bits. That is, the engine, trans, diff, steering, radiator, brakes, oil cooler, everything! No modification was made to its outward appearance.

I needed to make an urgent run to California and as the wife had to use the only car out of eight with an automatic trans. I decided to wake up 'Madam Mayflower' after sitting for nine months. A little fresh gas and a battery charge was all it took. Everything worked, even the trafficators. I left the house here in central Arizona at 6:00am, made one stop for gas and arrived at my destination in Los Angeles 565 miles away, averaging 57 mph. The 'Madam' runs at 65 mph with lots to spare as I hopped up the engine before installing it.

That evening I attended a gala party at the world famous Peterson Automotive Museum. The Mayflower caused much admiration as most car nuts here in the States have never seen one. She was given a preferential parking spot so all who entered the museum had to say, "What's that?" and drool over it.

The next morning I left to return home making just one stop for gas and a bite to eat. The speed limit here in Arizona is 75 mph but because of the wide open spaces and super highways, everyone runs 5 mph over the limit. The Madam evoked many smiles, thumbs up, and quizzical looks from the cars in passing. Total mileage was 1,195 miles in two days, which might be a world record for the wee small

continued on Page 16



Bob Lytle's long distance Mayflower

USA TRIUMPH MAYFLOWER FOR SALE 1949

Body in good restorable condition
In prime paint now. Appears to be all there
Datsun motor. Two glasses broken

If interested I will take pictures
Located in Bristol, TN, USA

Please reply to:

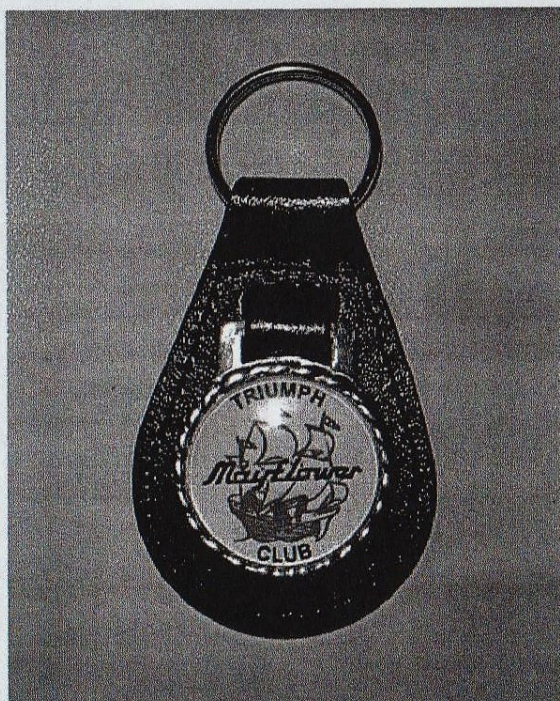
Harvey Knoll
hhknoll@quixnet.net

TRIUMPH MAYFLOWER CLUB

KEY FOB

Available from
the Spares Secretary

Price £3.50
+ post/packing



car. Of course credit has to be given to the uprated propulsion department. I wish I had kept track of the amount of gas used but at 99 cents per gallon, who cares? No oil consumed.

Wishing safe motoring to all in 2002 and keep the road between your thumbs.

Bob Lytle, USA (693)

Jury out on judging?

Dear Steve,

I thought I should jot down a list of my spares in case its of use to other members (thank you Tony! — Ed). Early type; engine, gearbox, back axle, door parts, glass, windscreen, petrol tank, boot lid. Later type; rear seat, interior parts, glass, petrol tank, boot lid, grille.

I am of the silent majority of members who think they have nothing of interest to add to the mag, but thought I'd put pen to paper following yet another article regarding judging and presenting awards.

My question is "Do we really need awards or do we do it because other clubs do?" Am I alone in thinking that members improve their pride and joy to fit their own circumstances regarding time and finances without trying to keep up with the Jones's?

My view is that judging can leave members thinking they had put more effort into their car, but still did not receive an award. I also feel that judging and presenting is time consuming and I feel the few hours we have at the venue goes to quickly, Bletchley Park springs to mind. One other point to ponder on is that due to the location of our rallies, those attending are only a small percentage of the membership.

Members living further North, South, East, West or abroad are at a disadvantage from attending, and who knows, there could well be a car out there to outshine any seen to date.

Since joining the club in 1995, I had not missed a rally until Quainton when I was prevented from attending due to battery failure whilst on route.

Restarted

I did manage to get started again to return home by using the cranking stick, but this put a dent in the hinged cover of the grille. Is there any point attending a rally with a dent?

I do hope this prompts others of the silent type to pen a few lines as you say this is our club, have a say, and besides, you are always asking for more bump.

Tony Thorpe, UK (789)

What do you think? Do you agree or disagree with Tony? Let the club committee know! — Ed)

Calling all "silver" cars

Dear Steve,

To celebrate the 25th anniversary of the Triumph Sports Six Club we would like to assemble a collection of silver Triumph cars.

If you have a silver Triumph and would like to be part of the celebrations at the TSSC international at the Stafford show ground on July 13 and 14, please drop me an e-mail, and I'll return with details of reduced admission. This offer is open to all Triumphs, including the Acclaim.

Tim Scrivens

tim@canterbury-triumphs.com

Note: if you are interested and not on e-mail contact me and I'll forward your details — Ed).

How to avoid spending (more) money!

Dear Steve,

Having invested in a fair amount on shiny new parts for the steering, suspension and brakes for "Effal" I decided that I would drive her at least once a week during the winter to keep everything moving.

The wheel cylinders, common with Morris 1000s, are prone to

seizing up, especially on the rear, when the car is not used for a length of time. Good to my word I have gone out most weekends, if only for a run of a few miles "round the block".

One thing that came to my attention was that as the weather got colder my speedometer got increasingly erratic to the point that I only drove down roads that I knew had no speed cameras.

My first thoughts were that the speedo required an overhaul or I would have to source a replacement. However a degree of common sense overtook me, or should I say took me by surprise.

Before spending out I decided to take off the complete speedo cable and make sure all was in order. This was to be a voyage of discovery, appropriate when it's a Mayflower!

The speedo outer cable was in good order, without kinks or damage so I went on to remove the inner cable to check it out . . . this was where the fun started . . . it would not move! It would turn, albeit reluctantly, but would not pull away from the outer cable.

I made sure there were no hidden mysteries holding the cable in and decided that the only way forward was to soak the whole cable in diesel fuel in the hope that this would release the inner.

I left it for about two hours and was then able to release the cable without trouble. The whole cable

was filled with what appeared to be grease/oil and I was surprised at the amount of thick "goo" that came out.

If anyone knows how this grease/oil/whatever gets into the cable, given there is a felt washer at the gearbox end, please tell.

Anyway, with the aid of the airline and more diesel to flush everything was successfully cleaned, lightly oiled and put back on Effel.

The effect was dramatic. The speedo registered perfectly right up to an indicated 55 mph. To say the least I was pleased but it brought home to me a lesson that I had learned as a 16 year old when I first had a motorbike . . . when the bike wouldn't start go for the obvious first, check for fuel and then clean the plug! In this case I had forgotten the obvious . . . why is it that they say that a little knowledge is dangerous!

Happy Mayflowering

Roger Turpin, UK (901)

North Lincolnshire Rally

The 2002 Scunthorpe & District Vintage and Classic car Rally is at Glanford Park, Scunthorpe, North Lincolnshire (at the end of the M181) on July 21. All classic and vintage cars, motorbikes and commercial vehicles are welcome

to this successful and enjoyable family day out at the Scunthorpe United AFC ground.

Over 250 vehicles last year, fun fair etc. See you there! Further information from:

*Rally Secretary, Steve Bowers
on 01724 854902 or
e-mail s.bowers@ntlworld.com*

BBC — drivers sought

The BBC is currently producing the fourth series of the popular show; *So You Think You're a Good Driver*.

The series looks at all aspects of driving from technical aspects such as demonstrating ABS brakes to people's personal experiences of driving.

With the support of the Department of the Environment, Transport and Regions, at the core of each programme is a campaign to encourage the people of Britain to become better and safer drivers.

We are currently looking for contributors to take part in the new series *The Best and Worst Drivers!*

Would your members be interested? Is there anyone who thinks their driving is great but their friends disagree?

Or maybe there is someone with an interesting story to tell? We would love to speak to anyone who

may be interested in taking part —
please reply to

Nicola Webb
So You Think You're A Good Driver?
Room 10, 25 WLR
Broadcasting House
Whiteladies Road, Bristol BS8 2LR
Tel: 0117-974 6719

*Is she mad! Imagine film of a
Mayflower doing a three-point turn in
town and the polite gestures of the
modern motorist! — Ed)*

MkII Mayflower?

Dear Sir,

I am a first year on transport design at Coventry University, and currently redesigning the Mayflower for 2005.

Would it possible to obtain good sized photos or illustrations (A4, A3 or above) front and rear threequarter views?

Adam Wilkinson
adywilkinson24@hotmail.com

I have sent the necessary to this poor deluded fool. Although strictly speaking there has already been a MkII Mayflower.

There is a photograph in the Standard Triumph archive at Gayden of a Standard 10 with the word Mayflower embossed in the chrome arc over the recessed grille — not a lot of people know that, Ed)

A Danish Flower

Dear Steve,

Greetings from Denmark. I am a recently new member to the club, and I have two 1953 Mayflowers. One is under restoration and the other is for spares.

This is my first attempt at writing an article for the magazine so please bear with me. I have bought my Mayflowers in January 2001 and I have a complete restoration in progress.

As well as my Mayflowers I also own a Triumph Spitfire, a car that inspired me to read more about other Triumph cars and subsequently I discovered the Mayflower. The car I am restoring hasn't been on the road since 1967, so there has been some bodywork and the like, but now I am in the process of painting it, and then comes the hard part? Putting it back together again!

I hope to have it ready for 2003, so that its on the road for its 50th birthday. My donor car was owned by a former member, number 75 W. Frobenius Denmark, so I have *Flower Powers* from 1976 to 1983, and there are many interesting things to read, this car was on the road until 1991 and is today very rusty. The Mayflower is very rare in Denmark. I know of five cars here, but none in roadworthy condition.

Seen from my side of the world, I have a couple of things I could

benefit from the club: an inventory list of spares, new and used, both online and perhaps in the magazine? This could be extremely helpful (but I am aware that this will require a lot of work).

The possibility to pay for membership and spares by credit card, it is very expensive to have a cheque made in Sterling Pounds, but a fee for every credit card use is much more affordable (in Denmark). And last but not least I would like to express my sincere thanks to the members for their hard work with spares lists and the magazine, among other things (and for their patience with my many questions!). Thanks! Its possible to follow the progress of my restoration on the Internet: www.triumphcar.subnet.dk

Christian Jensen, Denmark (910)

What I can write in Danish wouldn't cover a pinhead! Many thanks Christian for your excellent article! It seems that a 'Members owned Spares Database' could be viable worldwide if members took part, like Tony Thorpe. Where's your list? — Ed)

Lost Mayflower

Dear Sir,

I have a project on at present — to trace all the post-war Triumphs owned by me in the early 1970s, with a view to exchange information and pictures and to possibly arrange a little tour to visit them?

I was obliged to sell all the cars because of new family commitments.

My Mayflower was MSM 548. I would be delighted if you could trace it via the club and pass my address on if possible.

*Roger Bean, 1 Hickstead Rise
Newton Aycliffe, Co Durham*

DL5 4TP

Tel: 01325 314362

UK original car for sale

Dear Steve,

I have been a member of the club for many years, unfortunately I've never managed to get to any of the rallies. I have a dilemma — reluctantly I have to sell my Mayflower and thought someone in the club might be interested in buying it.

She's garaged, and has been for the last nine (or so) years, but my garage is to be demolished soon and I haven't the room to keep her.

The engine was last started about two years ago, so lubricating the engine and turning by hand should free it up (I hope). The bodywork is totally original, no rot. New tyres, brakes, some rewiring and a battery are needed to make her roadworthy. I have the original logbook and she has very low original mileage. I would like to keep the registration, but I have a

few spares, radiator, headlamps etc, etc. If a member is willing to make me a reasonable offer and are able to pick her up via a pickup, I would be interested. Many Thanks.

Jim Bunting
26 John Bold Ave, Stoney Stanton
Leics LE9 4DN
Tel: 01455 272492
Jim@Bunting.fsbusiness.co.uk

Exhausted on the carpet!

Dear Ed,

I thought my experience of ordering and fitting of a stainless steel exhaust system purchased through the Spares Secretary of the Mayflower Club may be of interest to members.

Excellent service delivered as promised £152 including post and packing. On attempting to fit it I found the down pipe to be well out of line, it struck the chassis and kicked over to the near side of the car.

Fortunately I had the original down pipe and was able to compare the two, which showed quite a difference. It was not then possible to try the rest of the system to see if there were more problems.

I telephoned the makers, Classic Exhaust Engineers of Egham to explain the problem, the guy was

very assuring that they have made many exhausts without problems but if I were to return the pipe he would have a look for the error. It was not too much of a problem to return the pipe as I was about to visit my daughter, about half an hour's drive from Egham.

The man that made the pipe up was very polite and helpful. He got out their original pattern from the store, bent my down pipe in various directions but eventually had to give up.

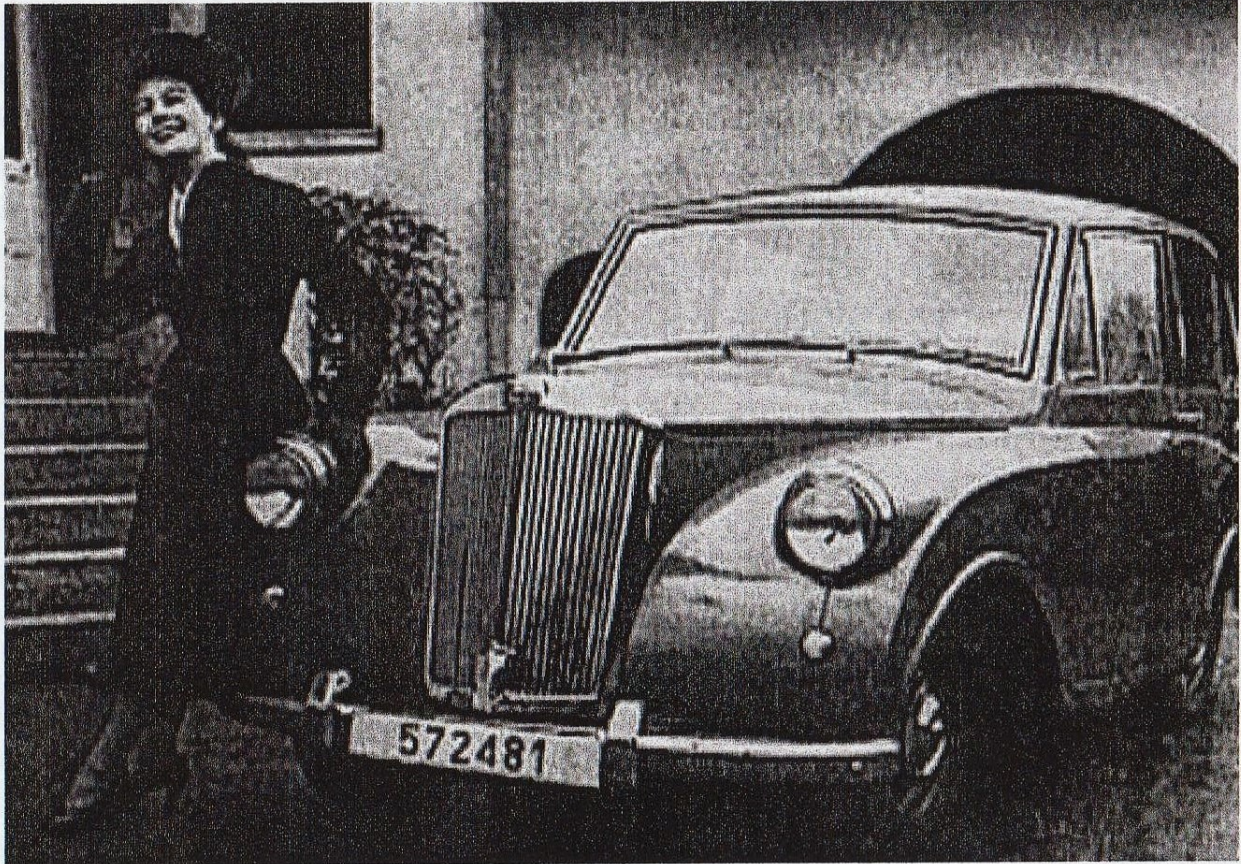
He then sliced off the flange, made a new insert and re-welded the flange and pipe together again this time in line with his original pattern, a little reluctant to admit to any error.

Having got it home I fitted it in a very short time and it lined up well barring the tail pipe could do with being about four inches longer to stick out an inch past the bumper, unless my Mayflower is shorter than everyone else's!

Above problems apart, the exhaust was good value and sounds good with none of the noises I'm told stainless exhausts give you. I would be interested to hear other members views.

Because my Mayflower is in bad need of some fitted carpets I was talking to the sales lady from Coverdale Carpets at the Triumph Show Stoneleigh and asked if they had a pattern for the Mayflower.

She said they had a fire 12 months ago and lost many of their



1951 Belgium press release photo

patterns, amongst them a very good Mayflower pattern. I obviously looked disappointed and she then said "If anyone has had one made by them and they could borrow the carpet to make a pattern she would be pleased to do it."

Is there anyone local to Coverdale Carpets of Wigan that is willing to help or has anyone had one made by another company? Please get in touch. 0121-603 8452. Thanks.

ed.copson@blueyonder.co.uk
Eddie Copson, UK

Continued from Page 13

Considering that only 150 of these little darlings were ever

made, and there are few known to be in existence, I had to inspect it with a view to retrieval.

Local native shrubbery was growing up through it and it had been a victim of a grassfire. However, as the brothers had used the suspension, the diff and the wheels the body was on the ground in the fire which meant that very little heat got up into the vehicle. Some of the glass is still intact, as were the instruments etc.

Our capital city daily mail became the next venue for an advertisement. "Triumph Mayflower wanted — for restoration or parts."

The phone rang and rang. Like worms out of the woodwork came

the callers with the result that only yesterday I bought a pretty good car that is complete except for a cylinder head; but with a seized engine.

The body is very good, all the glass is intact and the whole thing has been stripped internally and liberally sprayed with 'Fisholene' to prevent further corrosion. Sills and outriggers are a bit rust pitted and eaten and the floor pans have a few small holes but other than that overall very good.

So now in a period of a month I have found six Mayflowers in SE Queensland, and I now have three. From them I hope to get a Sedan and a Utility over the next few years. I really think the sedan could be on the road in a couple of years, and that will be the learning curve for the enormity of the project with the Ute.

My first acquisition has the number TT12666 DL; the Ute is TT12113 L and the latest find is TT13070 DL.

Strangely, the glass in each vehicle puts it in March 1951, whilst the starter motor on the earlier sedan is a July 1951 stamping. It would seem that somewhere before the end of that year the 'Flowers were on the water coming to the Australia.

About that time GM-H released Australia's own car, the Holden. That initiate of the Australian Government of the day changed motoring in Australia forever.

The Holdens and the Fords took over the transport needs of the working class and the imported vehicles from UK, Europe and the USA became the province of the wealthy.

My timetable is pretty much as follows for the sedan: decide the outside colour and as a consequence the inside trim colour, most likely to be Triumph Laurel with beige.

Seats

Send the seats and trims away to be reupholstered in leather, set up an engine in the jig and start a rebuild with hardened valve seats and guides to enable running on unleaded fuel. Strip out the body completely and refinish. I am very keen to have it as original as possible but the electrics will be supported with an alternator rather than a generator, and the tyres will be one size up and radials at 560x15s, common on VWs and Volvo's here. I have already been in touch with a couple of the members of the Club in UK and USA and I must say that the contact with all has been friendly and positive. Thanks to all for your help so far, and I'm sure that I'm going to need more in the months ahead. If there are any other members in Australia, I have started an internet at:

*mayflowerdownunder@
yahoogroups or e-mail me direct at
ozzyair@tpg.com.au
Cheers from 'The Land Downunder'*

FLOWER POWER

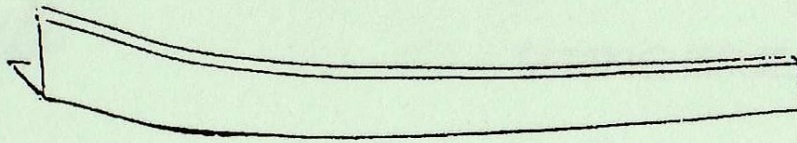
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
BODY — continued				
Front Wing, inner left hand	1	900017		P.O.A.
Cant Rail Assembly, left hand	1	800170		25.00
Budget Lock, boot	2	600545		10.50
Petrol Filler Cap	1	600479		26.00
Front Bumper Bracket, outer	2	600352		9.00
Front Bumper Bracket, inner	2	600353		9.00
Globe Badge	1-5	101042	(5 for £62.00)	16.00
Hub Caps (with centre hole)	4	500453	(4 for £60.00)	17.00
Hub Caps (Plain)	4	500453	(4 for £60.00)	17.00
Rear Number Plate Lamp	1		TMC40	P.O.A.
Trafficator Arm Chrome Cover	2		TMC42	P.O.A.
Grommet, for capillary	1	600395		1.40
Grommet		61917		0.80
Front Bumper Bolt	2			1.40
Rear Bumper Bolt	2			1.10

ELECTRICAL/DISTRIBUTOR

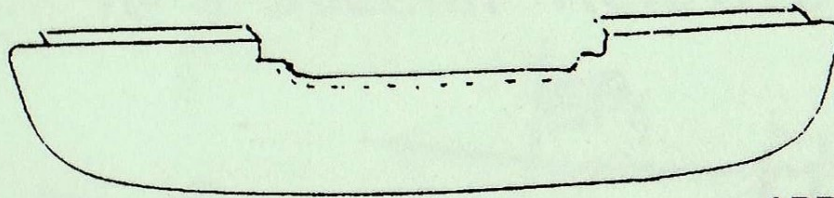
Contact Set	1	57570	Park PB101	7.50
Rotor Arm	1	57469	Park PB32	2.75
Condenser and Base Plate	1	58308		15.50
Sparking Plug	4			2.20
Distributor Cap	1	57467		15.00
Distributor Bearing/Bush, top	1	59773	Lucas 404374	1.50
Distributor Driving Cotter	1	100874		1.50
Distributor Driving Shaft Retaining Clip	1	101619		0.60
Distributor Carbon and Spring	1		Lucas 404435	1.70
Starter Main Spring	1	70057	Lucas 250404	4.75
Starter Pinion Barrel	1	500892	Lucas 250698	11.50
Starter Brush Spring set	1		Lucas 251109	3.50
Earth Strap, engine to body	1	60519		6.50
Cable, switch to starter motor	1	500421		8.50
Starter Cable, up to TT11967	1	400024/3		6.00
Headlamp Unit, with reflector & glass, L/H drive	2			
Side Lamp	2	61834		25.00
Side Lamp Rim and Glass	2	70339		8.00
Side Lamp Glass	2	70340		4.00
Dynamo Bracket	1	100809		3.50
Dynamo Pulley	1	102286		5.00
Dynamo Brush set	1	59743		4.00
Tail Light Rim	2	500495		5.00
Tail Light Glass	2	500496		5.50
Tail Light Seating Rubber	2	500497		5.00
Roof Lamp Glass	1	600502		6.00
Roof Lamp, complete	1	600500		14.00
Trafficator	2	58029		P.O.A.
Control Box	1	101951		25.00

Classic Car Sills

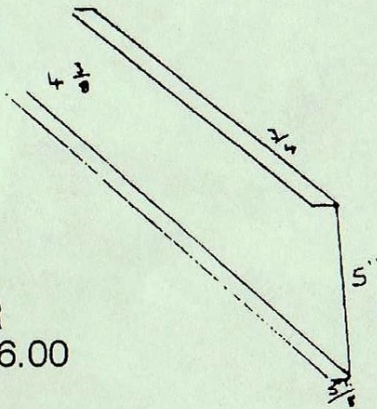
Parts for the Triumph Mayflower



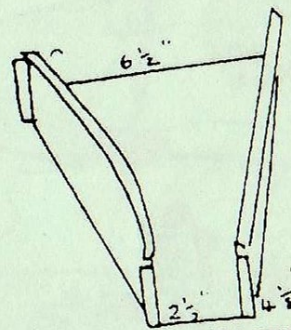
SILL £20.00



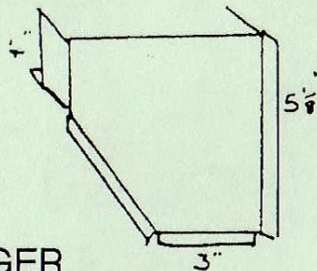
FRONT
APRON £45.00



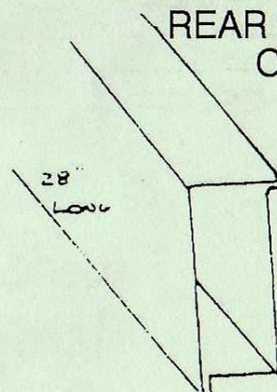
INNER
SILL £6.00



OUTRIGGER
£7.50



OUTRIGGER
£7.50



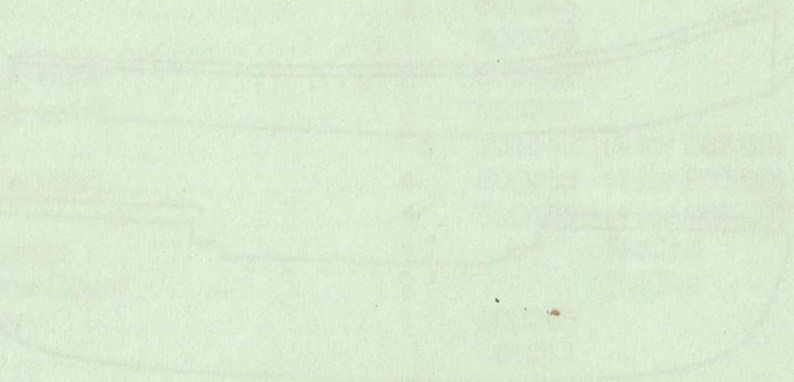
REAR SPRING
CHASSIS
£7.50

J. COLLIER

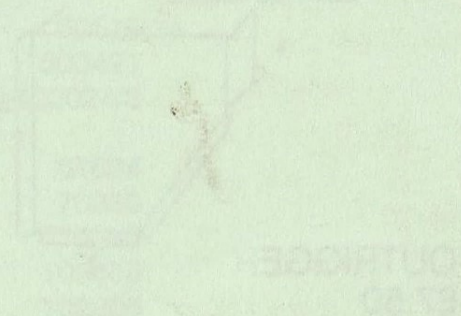
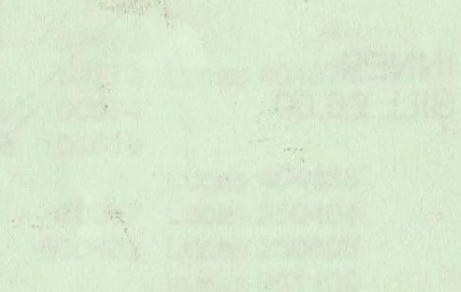
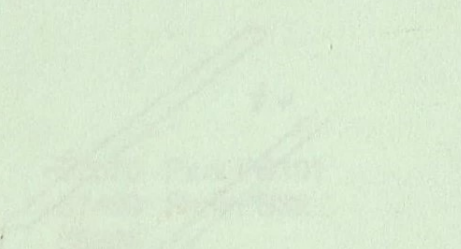
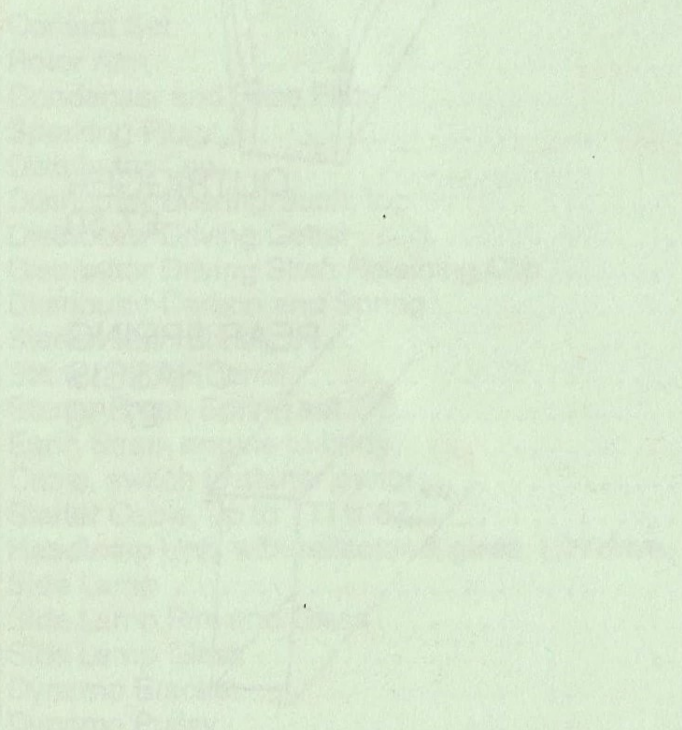
4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

Classic Car Silks

Part of the Triumph Motor Co.



ELECTRIC DISTRIBUTOR



COLLECTOR

4 Station Road, Kent, England. Tel: 01322 221493