

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2007 No. 122



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*

CONTENTS

EDITORIAL	Page 2
CHAIRMAN'S REPORT	Pages 3 - 4
WHERE DID THE SPRING COME FROM	Page 5
LETTERS	Pages 4, 7, 11 - 14
FLOWERMAN	Page 7
TEST THE VALVE SPRINGS	Page 6
RALLY REPORT	Pages 8 - 9
FROM A COBBLER'S SHOP IN PRESTON	Pages 15 - 16

Cover: Peter Benfield welcoming Steve Coulman to the rally on his way home after completion of his John O'Groats run. He had driven from Cornwall that morning doing 191 miles in just over four hours to get from there up to Warwick — just part of his journey of about 1,850 miles for the whole round trip from the tip of Scotland then down to Land's End then back home to Scunthorpe via the Rally at Warwick. All done in just five days. What a shining example to the rest of us. Just goes to show that we should all trust those little side-valve engines a bit more.

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.



1951 Triumph Mayflower

Original registration was HWS 52 but now re-registered. Maroon, 2 door Saloon in very good condition inside and out. The chassis number is TT 2836 DL. Engine number is TT 3027. Original engine. This is one of the earliest Mayflowers known to survive. The car was last

MOT'd in 2005 and taxed until 2006. The car is located in Epping in Essex near to the M11 / M25 Junction.

For further information contact:
Stan Finn on 01992 814939

Editorial

OUR NATIONAL RALLY 2007 just happened to be the same weekend as the Glastonbury Music Festival. For anyone who is currently living on Mars, or anywhere else outside of the UK, that can only mean one thing . . . *MUD!*

They had it at the festival and we had it at the rally. We all know what you need to get mud! Yes, that's right, you need rain, and pretty well everywhere in England this year the month of June has been wet, wet, wet!

Even so, this was a very friendly rally despite the low turn out and the wet weekend.

On Saturday night we assembled at the Honiley Court Hotel near Warwick to attend the pre-rally dinner. A mixture of Mayflower and Roadster members were there, about 50 in all. Some had come in their respective club cars and some in their modern smelly diesels or whatever.

We were seated at seven round tables with seven or eight folks at each one. We had a starter, main course and then a desert followed by coffee or tea. The meal was taken very leisurely and between courses we had an introductory speech from the Roadster Club Chairman and the Mayflower Club Vice-Chairman welcoming us all and wishing us a pleasant day at the rally and going over a few things to look out for at the venue.

All very interesting stuff, very helpful (a few beers stopped them sounding too boring).

Sunday morning started off dry and quite bright. I was quite hopeful for the day as I got ready to go to breakfast but as I sat and ate the rain started and stayed with us most of the day.

After breakfast we drifted over to the rally site about five miles from the hotel. Most of us were over there by about 11.00 am.

Clearly the weather affected the turnout. There were only about 25 or so Roadsters and just seven Mayflowers plus one body shell in fantastic condition brought on a trailer bearing a "For Sale" sign.

Sadly, she had to be taken home again unsold, despite looking quite a bargain at around £500. If you, or anyone you know, are interested in a good project car contact Howard Pryor.

We had a good venue. Hatton Country World has lots of factory outlet shops and an antiques furniture centre and a good pub and restaurant with a huge variety of eats and also there is the Farm Yard, great for kids to go and see the lambs, pigs and rabbits, etc. It also has a great kids playground with lots of slides, swings and rides, etc. If only the weather had been a bit kinder to us . . .

Around 12.30 Steve Coulman and his friend Gavin arrived having completed the last leg of a five-day 921 mile journey in his Triumph Mayflower — leaving from his home in Scunthorpe on Wednesday and going up to John O'Groats at the northern tip of Scotland and then down along the west coast and through Wales to Land's End, the south-western tip of Cornwall at the foot of England.

From there back up to Ilfracombe in Devon where they stayed the Saturday night, then the last leg to the rally at Warwick on Sunday, covering 190 miles for that last leg. The boys and the car looked in mighty good shape considering the epic drive they had just done. Congratulations to them both (and to the car!). There will surely be more stories about this journey coming out in various magazines and web-sites in due course.

The rain set in again after lunch and it was decided to end the day at 4.00 pm rather than the planned end. We drew the raffle followed by the presentation of the prizes. With such a low turnout nearly everyone who came in a Mayflower went away with something. Very well done to everyone who braved the elements.

Clearly, Steve Coulman was a worthy winner of the Achievement Shield and Eddie Copson was deservedly awarded the Chairman's Cup for his endeavours organising the rally.

So, it is on to next year, the weather can only improve. I must finally finish my restoration project and be there in it! What about you? A warm welcome awaits.

Copy dates

Copy deadlines for the future issues are: July 31; September 21; and December 1. All correspondence should be sent to Phil Benson or e-mailed to Phil or John Gogay, details are on the inside front page.

Chairman's report

by Peter Benfield

HOW IRONIC that in my Spring Report I was praising the mild winter weather and how it had enabled classic car owners to make early use of their cars; now in early July I find myself wondering when all this rain will ever stop and the sun will shine once again and dry out the sodden fields where rallies have lately struggled to survive.

Unfortunately, for the Triumph Mayflower Club, Sunday, July 24 was such a day at Hatton Country Park, with long grass and pools of water. In spite of these conditions, seven Mayflowers duly arrived including three newcomers who to their credit, braved the dreadful conditions.

A brief respite from the rain in the early afternoon enabled some sense of normality to materialise but the weather deteriorated and the prize giving was brought forward a little much to the relief of all concerned.

Thanks to Eddie for his excellent organisation and to Howard, Fred Newman and other willing helpers. On reflection the day was not the disaster it could so easily have been. Included in the helpers I must mention the ladies who organised the raffle and tombola, at the same time maintaining a continuous supply of hot drinks.

I think the highlight of the day was the arrival of Steve Coulman and his co-driver at the time he had forecast, from their marathon John O' Groats to Lands End journey. Briefly, Steve had started off from Scunthorpe early on Monday, July 18, travelling north to John O' Groats, thence down the west side of the country to Lands End.

His meticulous planning of time and route proved quite remarkable and he duly arrived at Hatton at the hour he had forecast.

LEFT-HAND DRIVE 1953 TRIUMPH MAYFLOWER FOR SALE

We own a 1953 Mayflower
with left hand drive that we have
fully restored

We have a car restoration
business in Spain

We would like to sell the car
and wondered whether you
might know someone who could
be interested in buying it

For details Contact:

María José Rodríguez
Clásicos de Mos, Rua Las
Baloutas, Veigadaña
36415 Mos

Pontevedra-España
Telf: +34986344454
Fax: +34986344679



In all he covered over 1,900 miles with the help of his co-driver, a reflection not only on their stamina and sense of adventure but also a reflection on the previous owner of the car.

This car was completely rebuilt by the late Steve Darley, who was tragically killed before he could make any use of the car. Steve was a highly skilled engineer and he obviously made a superb job of this restoration, not only bodily but also mechanically as reflected in the trouble free journey. Well done Steve and congratulations on the award of the Achievement Shield.

The so called Northern Rally will take place on Sunday, July 29 on Ripon Race Course and we have a space for 10 Mayflowers with at least five certainties at the moment. Passes for any late comers can be obtained from myself at any time. All proceeds go to the Yorkshire Air Ambulance, a very worthy cause, which received over £10,000 last year. A great fun day for classic car owners and their families.



Steve Coulman receiving the Achievement Award

Letters

Wing and a prayer

Dear Editor,

Since my last e-mail, I can report that work has started on the rolling restoration.

Having purchased two wing patches from J. Collier and a sheet of mild steel from our local motor factors (.010 thicker than other cars I have worked on), I have cut away rusty metal from both wing bottoms, repaired metal inside and fitted the panels. Painting to follow.

The next area I am going to attack are the door outer skins, at least the bottom five inches of same.

I have a couple of questions: 1) I would like to raise the driver's seat by about two inches, the bolts holding the runners seem welded, should they be? 2) Has any member tried running the Mayflower on radials?

Michael Davidson, 1031

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Where did the spring come from?

by **Eddie Copson**

WHEN I was in my teens I used to work in a garage and spent many hours working on cars that were produced around the 1940s and 50s. My first ever car was a 1954 Ford 10 Popular bought for £200 in 1957.

What I could never get on top of was the amount of work needed to keep these old cars on the road and the amount of things that used to go wrong with them. There was always something new to learn and different to repair.

Owning my Flower has brought all these memories flooding back and when I decided to remove the propshaft on my Flower I again come across something new that I had never before seen.

Let me explain: upon removing the propshaft and subsequently inspecting it for wear and tear I found that the shaft was showing score marks where it runs inside the gearbox oil seal. Nothing unusual there I thought but it does mean I will have to search for another propshaft, then the thought struck me, why is the shaft scored?

On inspecting the back end of the gearbox I noticed the bronze bearing the shaft runs in was damaged. This of course lead to me having to remove the back end of the gearbox so I could hopefully replace the bearing as I could see no sense in running a good propshaft in a old scored bearing. To my horror when I removed the end of the box I noticed three tiny, mangled up, what I thought were springs.

My immediate thought was that the springs from the first and second; or third and fourth gears had somehow broken away. So off came the top of the gearbox but everything looked good in there.

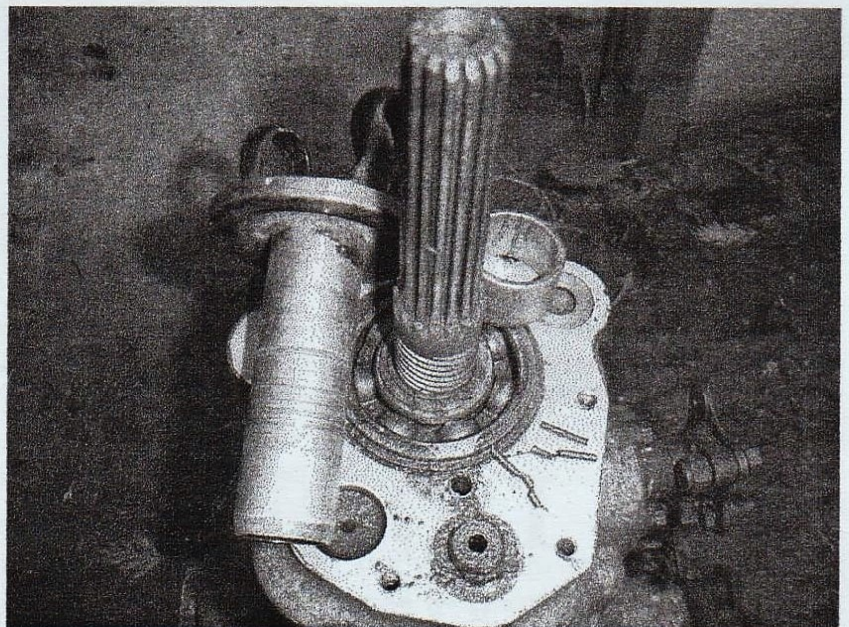
That was when it dawned on me just what the tiny springs were. In fact they were spring steel and not springs. They were part of a speedometer cable (or so I thought) that was all mangled up. What I thought had happened was that at some time

speedometer cable had broken, the bits never removed from the gearbox, which later found their way along the shaft and the forced their way between the bronze bearing and the propshaft where the oil seal runs damaging both.

I then inspected the speedometer drive and found this was not possible as the end is blocked. Theory one down the drain. It took a fair time for the real reason to dawn on me where the spring steel had come from.

The oil seal in the end of the gearbox has a wound coil spring around the rubber to keep it taught against the shaft. This had broken and worked its way along the shaft scoring the bearing on its way and ending up in the rear end of the gearbox. So in fact the spring did not come from inside the gearbox but from outside.

Well I managed to get over these problems but that left me with interchanging propshaft couplings from two spare shafts to make up one good one. However having done that I decided I would like to get the propshaft balanced so after a long search for somewhere local I came up with: Des Shelley Shafts of Wolverhampton. This company were very helpful balancing the propshaft whilst I waited, all for £25 pls VAT.



Photograph showing the damage to the shaft and bearing caused by the oil seal spring

Testing the valve springs

by **Eddie Copson**

WE ALL FEEL a bit sluggish in the morning but my little Flower was worse than most. No problem starting up but number one plug would oil up until the engine warmed up a little. I set about to try and sort out this annoying problem and finally ended up removing the valves to see if the problem was there.

Not wishing to spend my hard earned pension on new valve springs I decided to try and fathom out a way to test them to see if the problem lay with them. I consulted the manual to see if there was information on the springs, to my surprise there was.

It says load at fitted length should be 22 lbs at $1\frac{9}{32}$ inches (1.281"). So thinking the simplest ideas are usually the best, I made myself a testing device shown below to test for a weak valve spring. The screw head is set at 1.281". The split pin should touch the head at 22 lbs.

Conclusion: three out of the eight springs recorded 18 lbs (very weak). Springs replaced, problem solved.

Probably a better idea would be to just buy a set of valve springs from the club but this was more fun.



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New Jersey member!

Dear John,

Without people as enthusiastic as your committee members where would 'Old Cars' be?

I would be grateful if you will please let me know as much as possible about joining the Club and resurrecting a 1952 Triumph Mayflower. I live in Jersey and am not a multi millionaire!

My father bought the car new and at some stage had a reconditioned engine fitted. I inherited it in 1968, drove it for two years then put it on blocks (with preventative oils in engine, gearbox and diff) in a farm building in 1970.

I have recently decided that the time has come to try to get it back into running order.

The engine is seized and about to have the head removed to sort that out. I will need a new set of engine gaskets (hopefully only for the top end etc); engine mounting blocks (rubber I

think but now like toffee); a set of water hoses (mostly totally friable); tyres and inner tubes (understandably perishing); re-chrome or replace rusted bumpers and overriders; a couple of light fittings; king pins and bushes; brake liners and maybe a host of other bits not yet identified.

Not least body rust repairs, particularly behind the front wheels, and an overall re-spray is desirable.

I propose to tackle the project myself, a novice DIY creature, with help from an interested mechanic. Information on any tips, tricks or traps would be a great help.

Looking forward to hearing from anyone.

*Yours into old cars
Val Huelin (Mr), Jersey*

And now I have a wooden 'Flower

Dear Phil,

It was just a year ago that I had a telephone call from an ex-Mayflower owner named Barry Williams.

He had purchased his car in 1962 and had never forgotten it as it was his first ever car, having to sell it after just two years to go abroad.

Barry explained that one of his many hobbies was model making and he would like to create a Mayflower from a block of lime wood but only had memories and a few old photographs to go on, so could I supply him with a few basic measurements. This of course I did but it was soon obvious a more detailed drawing was needed.

I set about doing this by putting a line of masking tape down the centre of my Mayflower and taking every feasible measurement I could and as accurately as possible. My eventual drawing is in the background of the enclosed photograph.

I heard nothing more from Barry until a week ago when he phoned me to say he was posting a gift of his model Mayflower to me.

continued on Page 11

Flower Man . . .

Further to the enquiry from a member re interference from his radio (see Letters on Page 11):

With engine ticking over the interference could be coming from the dynamo.

This could be checked by removing the fan belt thus cutting out the dynamo.

If this proves to be the cause of the problem then fit a condenser of approx 01 to 05 microfarad placed from the output lead to earth. Then, hopefully, the problem could be solved!

2007 Rally report

by Eddie Copson, Rally Secretary

JUNE, JULY and August surely have to be considered the Rally Season but after this year June has to be called the "Rainy Season".

It is most disappointing to spend the year planning a rally only for it to fall in the month when all records for rainfall are broken, even having a month's rain fall in one day! But are we down heartened? Not a bit of it.

Yes, the numbers were down to only eight Mayflowers making it to the rally instead of our usual turnout of around 18. Of those eight two were new members having only just acquired their Mayflowers so we could say we had encouraging 25 per cent new members turn up.

Statistics can make anything look good. Well done and thanks to those that made it and the many members who could not bring their Flowers but came anyway.

Members at the rally were: HTH 719 Paul Norton, who is a regular attendee at our rallies having owned his car for many years; JWV 254 Jason Wilkinson, a very keen club member for just a short time, now along with his partner Deborah,

740 XUA Ian Richie acquired his car from our Treasurer, Phil Benson and is working very hard to improve its condition. Ian's car stopped charging on the way to the rally and it was left to our Chairman Peter Benfield to work his magic and adjust the cut out box points and restore the charging. Pity Peter could not work the same magic on his trusty Sunbeam classic on his way back up north when the wipers and indicators stopped working.

CGR 850 Ron Hart a new member, who has just joined us four months ago having purchased his car from Berwick on Tweed,

OUM 864 Steve Coulman acquired his Flower from Steve Darley, who obviously kept this car in good condition,

VFF Brian Barker, a long-standing member for 10 years now his major work has been to the body, a little blip on the way to the rally, his speedometer cable broke,



Above: Paul Norton's HTH



Above: Ron Hart's CGR and Steve Coulman's OUM below is Howard Pryor's body shell!!





The club's gazebo next to Eddie Copson's car



Above: Ian Ritchie's XUA and below is Brian Barker's VFF



The Mayflower on the trailer belonged to Howard Pryor, who I believe is selling this vehicle and having seen it, looks an excellent project for someone to take on as the body is in very sound condition.

Finally, yours truly RHT193 Eddie Copson, I have owned this Flower for five years now. After that time I think I know every nut and bolt on it.

Once again we shared the rally with our colleagues of the Roadster Club who were also down 50 per cent to 21 cars. My thanks have to go to their Rally Secretary Bob Wyatt for all his hard work in helping to organise the event.

Same again to helpers from both clubs for all their work on the refreshments, raffle and tombola which raised a decent amount of cash for the clubs.

The event started off as usual with a well-attended meal this time at The Honiley Court Hotel on the Saturday evening.

On the Sunday we were grateful for our gazebo, which served us well between showers, everyone was able to socialise over a cuppa.

At midday, all our members and their passengers were called together to share a tot of wine at my tent in order to meet each other and break down this barrier of, "I don't know anybody" which I think, had desired effect. There was plenty of time to inspect each other's cars and swap information.

Fred Newman did a sterling job as usual selling his club regalia and a variety of second hand spares and thanks need to go to Howard Pryor for organising the concourse judging and his work on the tannoy system.

Eric Partridge again supplied the coasters, which depicted Jim Poole's Mayflower towing his caravan from last years rally.

Good to see our Historian Steve Coulman arrive after completing his 1,884 mile John O'Groats to Lands End run. I'm sure Steve will share his experiences with us in a future edition.

The Concourse winner was: Eddie Copson RHT 193; the next five in alphabetical order were: Brian Barker VFF 517; Ian Richie 740 XUA; Paul Norton HTH 719; Ron Hart CGR 850; Steve Coulman OUM864.

The Achievement Shield was awarded to Steve Coulman and the Chairman's Award to Eddie Copson.

A sad delivery for JBD

by Phil Benson

SATURDAY MORNING, February 24, the weather was a bit damp and overcast. I felt a bit the same myself. I was setting off to deliver JBD 807, now known as 740 XUA to her new owner.

By keeping the old registration to sell on later, I felt I was able to sell her for a realistic price to someone who would value her for herself and both use her and bring her back up to her former glory.

The new owner is Ian Ritchie, a new face in the club but an old face to classic moptoring. He already has a Triumph Herald saloon that has been his regular car for quite a while and a nearly completed Morris 1000 Traveller restoration project on the go.

The journey for me was up to the M25 then through Kent, via the Dartford Tunnel, to Essex then more M25 to the A12 via Chelmsford and Colchester towards Ipswich then up the A14 and A140 to Eye — door to door 118 miles.

I left the local petrol station, having topped up, at eleven o'clock and arrived at Ian's about

two in the afternoon. I took Ian for a short run to demo the car to him, although he had seen it over the Christmas period but it was not running due to a flat battery.

We completed the paperwork and at about three thirty my wife arrived to collect me and my tools and other essentials from the Mayflower's boot (petrol, oil, water, etc, etc) and take us home again.

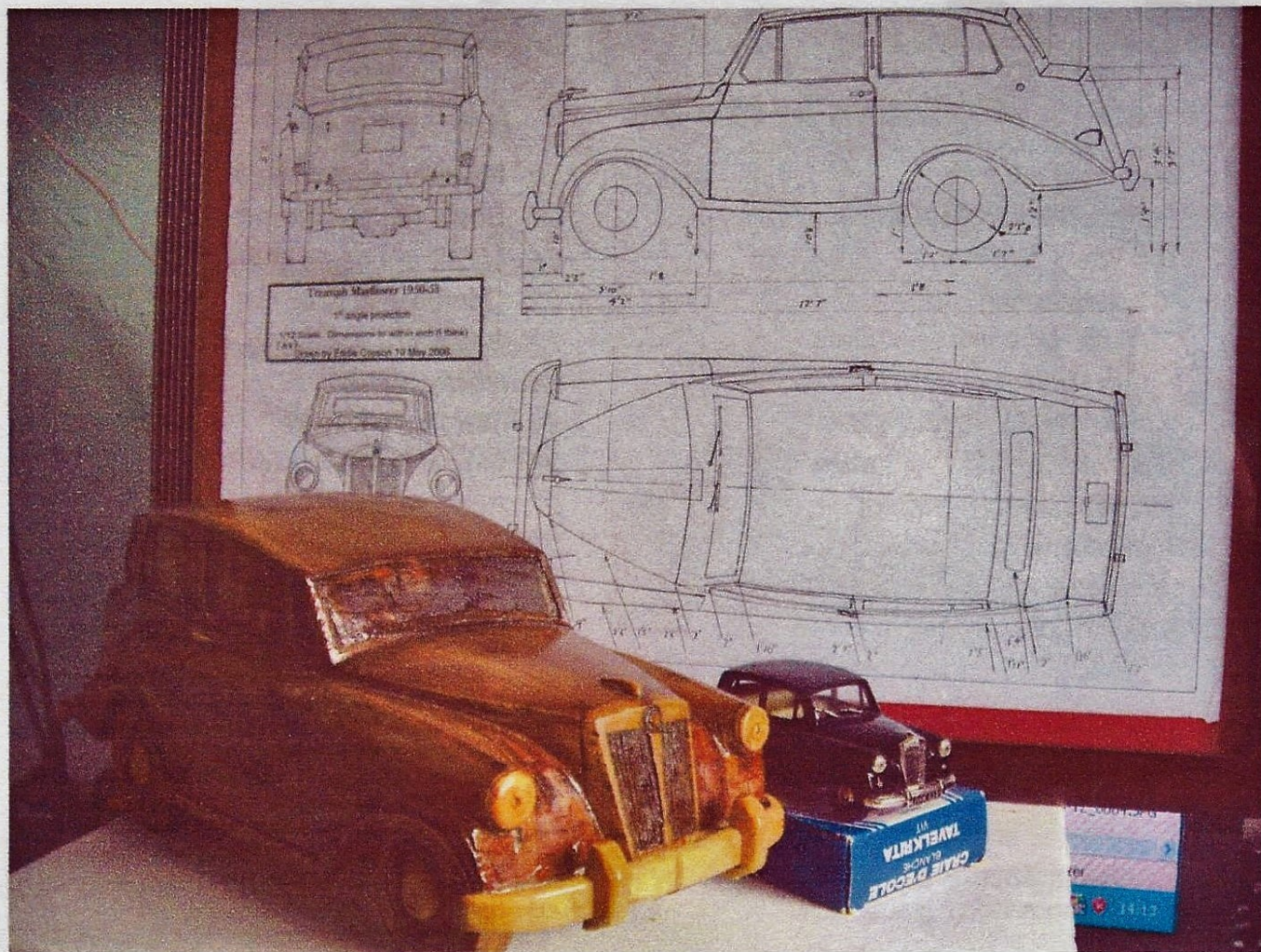
My main reason for selling JBD was that I had been spending too much time on her just to keep her road worthy and get her to two or three rallies a year that I no time left for NTA 178 and I really need to get her finished.

I have spent over 10 years restoring NTA and I need to clear the decks to make the final push to get her completed now.

Still, after having owned JBD for over 20 years it was a very sad day for me, but I hope and believe that it was a very happy day for Ian. If you talk to him or meet him I'm sure you will welcome him to our club.



JBD with her new number plates at the Mayflower Rally on June 24



Barry Williams wooden carving with Eddie's drawings in the background

What a delightful model it has turned out to be, extremely well done showing lots of detail.

I may be able to take a real Flower to bits and put it back together again but I could not have created a wooden one like this, so thank you Barry Williams it will go on show at our rally meetings.

Eddie Copson, Rally Secretary

Drawings required

Hi John

Would it be possible to reprint drawings, and instructions on the setting up of the gear linkage on the Mayflower, either in our magazine or web site.

The rod couplings coming out at the gear box end seem loose, but if I tighten them, gear bulking occurs.

Any help would be appreciated

Kind regards Michael Davidson (1031)

Radio interference

Dear John Oaker,

Please find enclosed my club subscription for £25. Also, I wonder if you would ask our Technical members a question and print it in our next magazine.

I have just fitted a 1950s or 1960s positive earth radio to my car. The aerial is situated at the back and is well earthed.

The radio is also well earthed with thicker cable. I have fitted suppressed spark plugs and also a suppressor from my dynamo mains cable to earth.

The radio works great when the engine is off but I get engine ticking interference when the engine is running. Is there anything else I should do or can do? Or have I done it all wrong. Any help appreciated

*G W Hacker, Brentwood, Essex
Tel: 01277 218248*

Mayflower quiz

Clues are all places in the UK

- 1 Speechless Chips
- 2 Gammon that's past it sell by date
- 3 The latest fortification
- 4 A motley bunch
- 5 On a clergyman's shoulders
- 6 A dark stream
- 7 You cannot live without this
- 8 This meadow isn't for ladies
- 9 Required by dog owners
- 10 A loved one so heavy
- 11 No need for parent to see a Doctor
- 12 Attempt at a meeting of witches
- 13 An evolutionary town perhaps
- 14 It happens to cars in a crash
- 15 Chopper at the Cathedral
- 16 Famous Fox meets university professor
- 17 Four poster across the river
- 18 Goat's entrance
- 19 Race or local contest
- 20 Sea's not so rough here
- 21 Man from north of the border
- 22 Continue to jibe
- 23 Bottom of a ship
- 24 Rocky shelter
- 25 Tea Party
- 26 Guy with a box hesitates
- 27 Boots fir for a Duke
- 28 Another vessel from Noah
- 29 Cook catches the cricket ball
- 30 No unemployed lightweights here
- 31 Has a pig got a first name
- 32 Young goat's footwear
- 33 Clean Romans
- 34 Dazzled weight
- 35 Soft fruit sweets

Answers appear in the next issue

Letters continued . . .

Restoration completed

Dear John,

Just the final update for both you and Flower Power. After six months at my local garage in West Meon and an MoT last week we are on the road again.

We have carried out a full bare metal respray, new chromework and some minor trim. The car was in very good condition throughout and excellent mechanically but the paintwork let it down.

I would like to think that LCR 776 is now amongst the best the Triumph Mayflower Club has. More importantly a fine British car preserved for the future. Lastly I would like to thank the members for all their help.

Yours Keith Allen (1026)

Well done Keith, we look forward to next year's rally where we can all admire you efforts — Ed



Greetings from Japan

Dear Mr John Gogay,

I'm so happy to send a letter to you. I only know you and Mr John Oaker, how are you both?

My car is one of the active Mayflowers that drive in Japan. Since I moved house (30 minutes drive from down town, it is located facing a big lake) I gave her (the car) a special room next to the entrance.

When people visit me they admire car much because it is so hard to see that kind of old fashioned car in Japan. As you know our country produce the newest car every year and all the road is occupied by that new fashion!

Our city Hamamats is located in the middle of long Japan island. It is famous for automobile industry and Mr Honda and Mr Yamaha were born in the city and opened their first factories there.

It is very easy to change to a new and convenient car for me but if it is possible I'd like to keep the old Mayflower forever.

I belong to Club Albion, they show the older English cars in our city. During the 10 years of my attendance I have complained to the club that most of the cars are old MG sports, no rust, all are like new!

Often they push me to join a long drive and they choose a mountain road. They like up and down drive and winding but my Mayflower is an English lady, she doesn't like this kind of long drive.

So sorry to bother you with my handwriting, I'm not European, please forgive me.

*Many thanks
Gonsho Asamoto, Japan*



My new house and Mayflower is just going to her room

Mayflower CARBURETTOR GASKET SETS

£9.50 each + postage

Contact:

The Spares Secretary
E-mail: jgogay@aol.com



TRIUMPH MAYFLOWER CLUB KEY FOB

Available from the Regalia Secretary

£4.00 plus postage

Letters continued . . .

French connection

Dear John (Oaker),

Here is a little message from, I suppose, your only French member. Although always a member from a distance I enjoy *Flower Power* and its technical tips and I hope one day to attend a rally with my black Mayflower.

In March 2006 I acquired a second Mayflower as a source of spare parts (I thought) after seeing an advert in a Dutch magazine.

It turned out to be an abandoned left-hand drive project owing to the death of the owner. After making telephone enquiries the deceased son I discovered that the engine, clutch and chromework had all been restored by his father and the bodywork had been started.

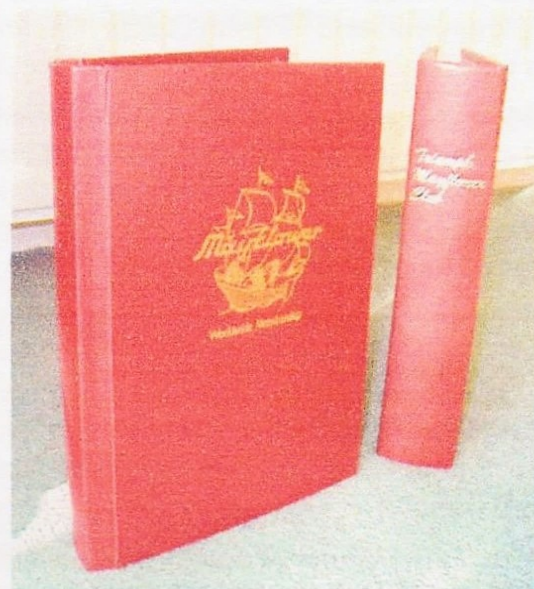
The interior was very good and the car was still in her original paintwork, a sort of greyish-blue RAF colour. I bought the car on the spot and unseen!

In due course I put my workhorse (a Renault Espace II) onto a trailer and made the 250 km trip to Bocculo in the east of Holland to collect the Mayflower. The photo shows my humble person and the treasure on arrival at my home in rural Ouroux, France.



Edouard with his newly acquired LHD Mayflower

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As you can see I immediately began to dismantle the car. It is my intention to convert my RHD black Mayflower to LHD (more difficult than it may seem) and update with all the new chrome and interior (is black and blue original?).

Now the car is completely reduced to a bare shell. I will have it shotblasted and see if it is worth bringing back to life! In the meantime I set myself to correct the brakes of the black one, renewing the whole system.

So after all owning two Mayflowers now, regrettably none is driveable at the time of writing. I will keep you informed of the progress.

Edouard Wagenaar (976)
Ouroux, France

From a cobbler's shop in Preston . . .

by **Dr William Moore 1022**

I WRITE TO you in your capacity as acting editor of Flower Power as I thought the history of my Mayflower, FCK 895, might be of interest to other members.

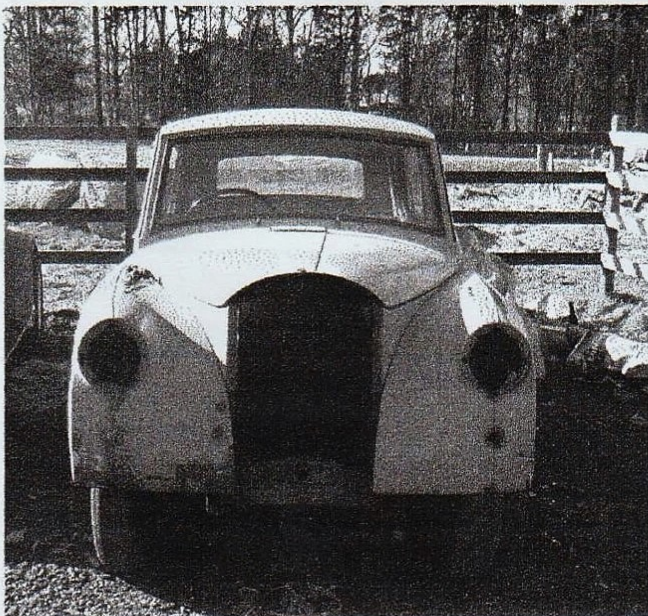
FCK 895 was originally bought new in 1953 by George Weston who had a cobbler's shop on the corner of Lowndes Street and Brook Street in Preston, Lancashire. We lived on Havelock Street, the next street up and Mr Weston's Mayflower was much admired by, amongst others, my father.

When it got a little long in the tooth for Mr Weston my dad bought the car from him and it was his pride and joy for many years.

He was not too keen on anyone else driving it and it took rather a lot of persuasion for him to lend it to me to go on holiday with my girlfriend and her parents to Poole in Dorset in 1968.

Now, as all who have driven a Triumph Mayflower know, it is not the speediest of vehicles and thus the summer drive from Lancashire to Dorset in the (even then) quite heavy traffic seemed interminable. Nevertheless, we did the journey with no problems from the vehicle — apart from its speed!

A few years later, when the body rot from the lower wings and outriggers meant it failed the MoT it was consigned to the garage and only



FCK 895 as she was before restoration

when my parents were involved in a serious road accident in their VW Beetle did it come out again and I did a personal restoration which consisted mainly, on the bodywork, of pop rivets, body filler and underseal, good enough to get it through an MoT. It was resprayed, flashing indicators fitted and ready for the road again by the time my dad was fit to drive once more.

There then began perennial problems with the cylinder head gasket and eventually FCK 895 became too unreliable and once more went back into the garage for storage. There was never any question of it being scrapped.

Lease of life

For several years it languished there, being used as a den and playroom for the by-then myriad grandchildren until my brother-in-law, Dave McRae, decided to give her a new lease of life. Dave, being a motor mechanic, concentrated on getting the engine back up to scratch but never actually got her back on the road.

Eventually, as wives do, Dave's wife, my sister, got sick of the car cluttering up "her" garage and insisted it be got rid of. The family of course were horrified at the thought of it going to a "stranger" and thus enter the second brother-in-law, Jim Smethurst who, as many of you may recall, became the Secondhand Spares Secretary of the club.

The greatest service Jim did for FCK 895 was to get its original number back, I assume with the help of the club. Jim attended rallies but never managed to get FCK 895 roadworthy again, although he did obtain all the spares necessary to do so. In fact, I believe that this was where he became Secondhand Spares Secretary by default.

Jim and Jennifer's (my sister) first love is music and they form two-thirds of a folk group and, more specifically, Jim's love is guitars and he is rather good at repairing them. Hence the garage, that had been the resting place for several years of my dad's old car, needed to be converted to a guitar repair workshop and FCK 895 was once more without a home.

As the only son (I have four sisters) it was deemed only right and proper that FCK 895 be offered to me before going outside the family. Now the problem is that I live in Zimbabwe and have done so since 1982 and if you think that renovating a vehicle in the UK and getting all the correct skills and spares together is difficult there, then you want to try doing any form of motor repairs in Zimbabwe!

I thus resolved that I neither had the time nor the possibility of doing the restoration myself and thus consigned it first to a garage in Myerscough, just north of Preston where the father and son duo who owned it spent

much time looking at the vehicle but no time at all actually fixing it. So after a couple of years it was moved to a professional restorer, Cuerden Classics in Leyland and over a period of about a year Andy Shultz took it from very poor condition to almost new condition as you will see from the photographs.

Now George Weston, the original owner, had a son who we all called Georgie to distinguish from his father, who, after his National Service became a builder and emigrated to Australia. After his wife died, old George moved to Australia to be with Georgie and later died there aged 93 some five years ago.

Sympathy

When my father died young George sent a letter of sympathy to my mother who had always kept up correspondence with his father and luckily I had kept the address. I thus sent young George a photograph of the pristine Mayflower, which now hangs proudly on his wall in Australia.

George Weston bought FCK 895 in 1953 for the princely sum of £670. Dave McRae bought it from my dad for £300 and Jim Smethurst sold it on to me for the same price, plus the cost of the spares he had bought. The cost to professionally refurbish I will not disclose but suffice it to say I suspect I have the most expensive Mayflower in existence!



A very splendid looking Mayflower after her refurbishment

She is now in a container being shipped to Zimbabwe and I am fairly sure will be the only Triumph Mayflower in this flawed paradise of a country I live in. When she gets here I might join the Classic Car Club and, if so, will send another episode in the life of FCK 895.

Quarter Light Rubbers

The club has a small number of Quarter Light Rubber sets available on a first come first basis. Anyone interested should contact:

The Spares Secretary

CLUB SUBSCRIPTIONS

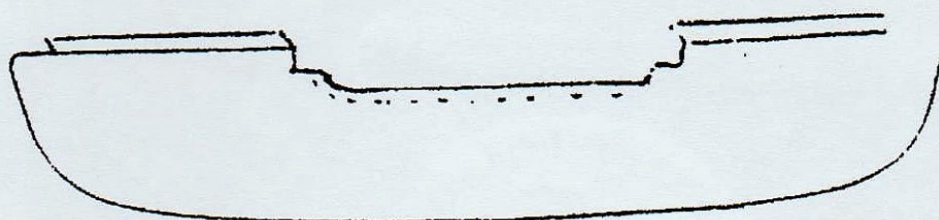
Your club subscriptions become due on April 1 2007. To help the club run efficiently please send £25 (US\$51 to J. Gogay) as soon as possible to John Oaker.

Classic Car Sills

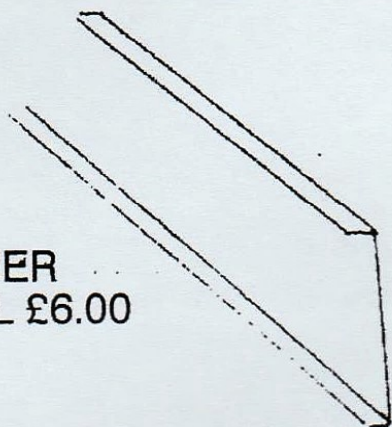
Parts for the Triumph Mayflower



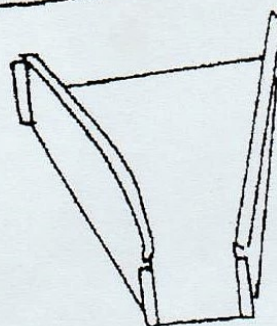
SILL £20.00



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APRON £45.00



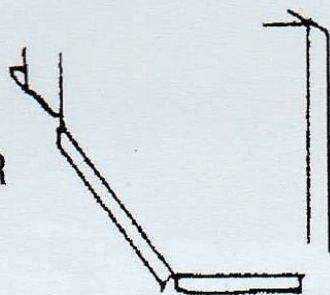
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*Above: the door logo of Steve Coulman's car
Below: a general view of the Roadsters at the Rally*

