

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2010 No. 132



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*

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Cover: Another picture of Sarah Sanders' superb looking Mayflower which she has up for sale (see details on page 7)

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 21, 2010 at the Village Hotel in Tempus Drive, Tempus Ten, Walsall WS2 8TJ West Midlands at 2.00 pm. This is the venue we have used for the last couple of years. The location is superb being almost immediately off the M6 at Junction 10, in fact it is even closer to the M6 junction than the school that has been home to our AGM meetings for more than ten years. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution. We shall this year be looking for a Chairman and Rally Secretary.

SUNDAY 21st MARCH 2010
Village Hotel, Tempus Drive
Tempus Ten, Walsall WS2 8TJ at 2.00 pm

Editorial

I HOPE YOU will all enjoy the Spring issue of the *Flower Power*. I have received many articles, interesting news, technical questions and stories from Canada as well as Switzerland! Please keep on writing (and reading)!

Hopefully the winter will be over soon, it has been snowing and freezing more or less all the time in the Netherlands since December 21 until now (beginning of March).

The salt on the roads literally eats away our cars and the continuous frost prevents us (or at least me, I don't have a heated garage) to work on the car. I guess the weather in the UK hasn't been any better.

Anti-freeze

Talking about frost: you will find some useful information on anti-freeze in this magazine. Some of the modern types of anti-freeze are not good for historic vehicles like the Mayflower!

In this magazine you will find a few articles on Mayflowers that found a new home, one of them is the car on the cover of issue No. 126 of the *Flower Power*! It is always great to read that the Mayflower still finds it way into the hearts of car lovers.

A few examples: Tony Wilcox found and bought the Mayflower his father used to own in the 1960s and Matthias Reetz bought a Mayflower on eBay and found two great colleagues who drove the car all the way from the UK back to its new home in Switzerland! You will find their stories in this magazine.

Hopefully the weather gets better soon so we can drive our Mayflowers again. Enjoy reading and the springtime!

Very Best Regards,
Nico ten Wolde

Copy dates

Copy deadlines for the next editions of *Flower Power* are June 1 2010, September 1 2010 and December 1 2010. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

TRIUMPH MAYFLOWER CLUB RALLY

to be held at

KELMARSH HALL
on Sunday 27th June
2010

Pre Rally Meal

at the
Three Swans Hotel
Market Harborough
on Saturday 26th June

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

1107
1108

1109
1110

1111
1112
1113
1114

Also, enclosed in this magazine is your membership renewal letter. If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at johnchoaker@btinternet.com

Driving a Mayflower through Europe

By Matthias Reetz, member 1114

I WAS fond of the razor-edge design some years ago and when I saw a picture of the Mayflower I decided to buy one.

An ebay auction from a certain Mr Balding allowed me to do so. I seemed not to be the only one interested but I was the one that placed the bid.

A member of the Mayflower club knew the car and suggested to me to buy it and it turned out that I purchased it from a true gentleman.

After the auction and the payment, the question of how to transport it came up. An inquiry in the shiplly.com listing gave me a £900 bid and

Mr Balding also knew one which was even a little bit cheaper.

Then my colleagues, Jaques and Rolf, offered to take a flight over and drive it back the 1,200 km to Zurich. I was happy about this gesture and Mr Balding was helping them from day 1 (the arrival at the airport) until they left with the car the next morning, although he seemed to be a little bit worried to have this little car take that big journey by itself. Thank you Mr Balding for your trust.

Around lunchtime the two drivers reached Dover. After arriving in Adres near Calais, they had to stop earlier than expected. They found a room at a farmer's house and purchased some food nearby to have a simple dinner.

The level of luxury in the farmer's house matched the simplicity of the old car outside and they felt like 50 years ago in seconds.

On day three the lights turning on like nothing had happened the day before they went on, taking a rest in Arras, then drove from Saint-Quentin and Reims until Clermont-en-Argonne. The end of the day approached soon (it was very cold outside also and the Mayflower has not been provided with the extra heater) so

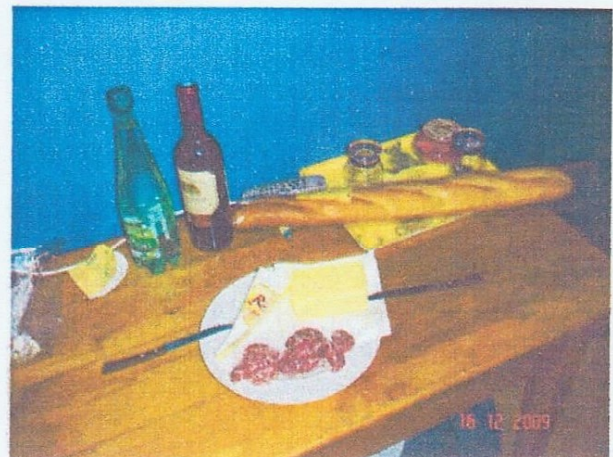


Lining up for the ferry at Dover

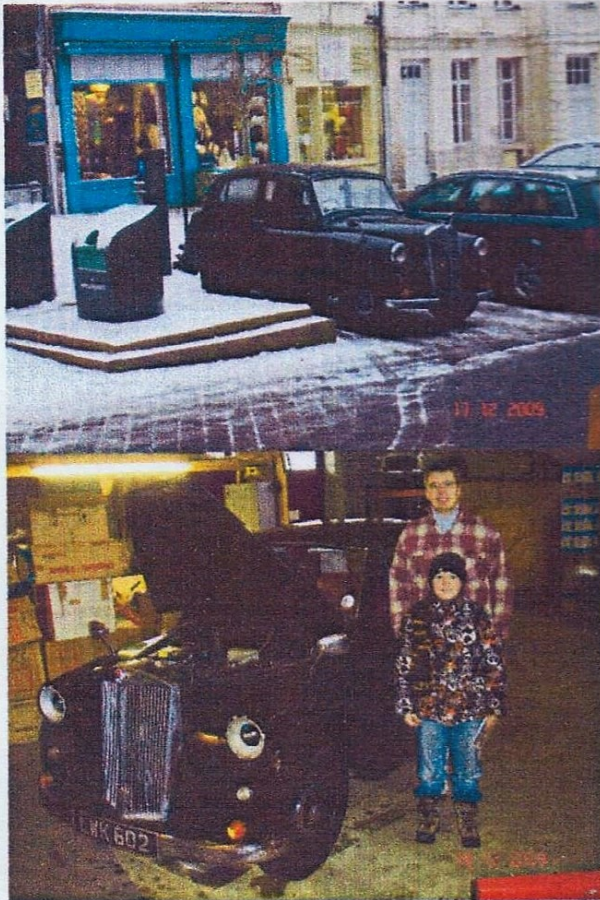
they stopped there.

On day four they passed Verdun, Metz, Strasboug, Colmar, Moulhouse, Lörrach and Bad Säckingen, then crossed the border and stopped at our premises where we three share a hall with all our cars and tools (Photo Nr. 8, Jaques beside the car).

The rest of the pictures were made when Mr Balding handed over the car and two pictures show me (the guy with the red jacket) and my godson while exchanging the sealed beam lamps).



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Just installing the new lights

What seemed to be a smooth winter driving experience was interrupted by several car failures, which did not turn the mood down in any way but instead made driving more challenging and turned the journey into the kind of adventure I think my colleagues were looking for.

Near Dover the temperature went over 100 degrees Celsius and they had to refill the system. Arriving in France the lights only worked occasionally but then turned on again. In Switzerland, they went off and did not turn on again!

When checking the car here, it turned out that the fuel pump electric contact metals were broken and so the fuel pump did not work regularly.

Besides that, the water cooling unit only provided 50 per cent of the performance it should have so we exchanged it. Since then, water temperature is not an issue any more. Also, the electric system had been enhanced with several additional cables, which caused some confusion and malfunctioning.

However due to the near perfect condition of the car it works marvellously and I am very

thankful to Mr Balding for having offered it for sale. It's a true eye catcher here and has put a smile to many people's faces already.

It has not passed the Swiss MoT yet (still work to be done on the underneath of the car) but I am confident it will pass in the next couple of months.



Rescued

Hi Nico,

Flower Power No. 126, identifies a Mayflower kept in a lockup in Hastings, East Sussex, for 27 years. Well after an abortive rescue attempt I managed to retrieve the vehicle and here it is parked on my drive.

Unfortunately although looking good here the floor was rotten and well beyond my restoration skills. Luckily I have since found an enthusiastic member of the classic car fraternity who has taken on the task of restoration. I will advise you of the outcome.

Regards

Fred Newman. Regalia Secretary



West Midlands Group Rally

THE RALLY THIS year will take place on June 4-6 at Shugborough Hall, Staffordshire.

Shugborough is one of the few fully working estates left in England. The stunning family mansion house is filled with unique treasures and has 900 acres of breath-taking parkland and riverside gardens.

See the costumed servants at work in the original working kitchens, laundry, dairy and mill and watch as flour, cheese, beer and culinary delights are produced before your eyes.

Letters

Show website

Dear Nico and members,

I have just started booking into some local car shows for the 2010 summer season.

If anyone else is doing the same I can strongly recommend the Andrew Greenwood web site for information.

He is running many car and car/bike shows all over the country and there may well be one near you. Try www.classicshows.org

Hope this is useful to you all.

PS — Type it in carefully — I made a pig's ear of it and typed in classic sows first time!!

Regards
Phil Benson (490)

Rally

Gentlemen of the Mayflowers,

I have now just finalised the arrangements for the hotel and dinner and I attach a copy of what will soon be published in our magazine.

Could you please disseminate it to your members?

For your information, we are arranging a road run on the Saturday before the Rally

You could be one of the early birds, on Friday, June 4, meeting for an evening meal at the Barley Mow (1 mile from the hall) and then dispersing to local accommodation or the campsite.

Then join us at Shugborough, on Saturday, June 5, for a road run to Froghall Station followed by a steam locomotive trip on the Churnet Valley Railway, returning for dinner at Shugborough's Ladywalk Restaurant.

Sunday, June 6, sees us assemble in front of the hall for the usual array of fine cars and light-hearted judging! This day is also the time to enjoy all the delights that Shugborough has to offer.

Details are available from John Lawley on 01564 742095 or e-mail me at john.lawley@standardmotorclub.org.uk for a booking form and further details on the hotels, campsite and costs.

Sunday but that will be only for Roadsters as it is part of our jubilee celebrations. However any of your members who might wish to do so could visit either Foxton Lock Staircase (only five miles from Market Harborough) or the Battle of Naseby Field (a similar distance away to the south) on the Saturday afternoon or Sunday morning on their way to the rally which as usual won't open until 11.00 am. Naseby is the nearer of these two attractions to the rally site.

Kind Regards,
Bob Wyatt, Events Director,
Triumph Roadster Club

See Rally details on page 15

Red leather seat

Dear all,

My Mayflower has several splits in the red leather upholstery of the front passenger seat, rear upright part.

Has any member a leather seat back (or whole seat) for sale? If so please contact Tony Martin (membership number 1077) 01276 33643 (Farnborough, Hants). E-mail: anthony@martin444.plus.com

Many thanks
Tony Martin (1077)

Letters**Fond memories**

Dear Mayflower Friends,

I am an Englishman who since 1973 has been living in southern Germany. I used to live in Barnstaple, North Devon and in 1968 I was one of the first in England to become adult at the age of 18 so could start to take driving lessons.

In order to do this I bought my first car, which was a 1953 Triumph Mayflower. I remember at the time that the car had been imported from somewhere in Africa. Because of its rather 'different' design it hadn't sold very well in Britain so hundreds were exported to Africa.

Its owner had moved back to England and brought it back with him. According to the car's papers it was newer than it actually was. It must have been a 1953 model as they stopped building them in 1953, or so it says in Wikipedia, however, there was a mention that it had been imported.

It was a fascinating car, I know you enthusiasts all think your cars are fascinating (I know exactly why, as I drive a 40-year-old MGB Roadster) but this car 'was' different. I bought it from a friend for £25 or as we said in those days 25 quid. He also gave me driving lessons and we would drive around in the evenings from one pub to another for me to practice!!

Drinking and driving

What do you mean 'drinking and driving', in 1968 we didn't have such a thing, breathalyzers had not been invented, as far as I remember anyway. There was no traffic on the roads once the tourist season had ended so from about the end of October to the beginning of May the roads were empty after seven o'clock in the evening.

My friend had bought the car from a guy who was going to respray it but then sold it before he got around to it as he needed money. He had rubbed it down to bare metal and painted it by hand with primer but that was as far as he had got.

That was what it was like when I got it. As the primer had been painted with a brush there

were places where rust had begun to appear within the brush strokes giving the car a strange reddish brown tint so from a distance it was light matt rusty grey. Very original.

I drove the car for around a year and a half and during this time I had some strange experiences, I thought you might like to read about them.

The car ran pretty well except that after a while the rubber engine mountings wore out so every time I drove round a sharp corner the engine speeded up which was just what you wanted in a sharp bend!

The accelerator cable was being pulled on as the engine, due to centrifugal force, was leaning to the left. It caused some strange effects at first but after while I got used to it. Unfortunately my driving test examiner didn't and I failed my test the first time as he said the car was unroadworthy.

Jump out

The cable stuck every so often and of course it had to happen whilst taking my test. I had to stop, jump out, open the bonnet and free the cable, all the while with the engine racing. He didn't find it amusing and insisted we drove back to the test centre and that was that. No licence.

Another time, after I had passed my test (this time in my father's car), I was driving around the countryside in the dark and got stuck in an entrance to a field. Don't ask what I was doing with my girlfriend in the night in a field but anyway I reversed backwards going quite fast when there was a tremendous crash. I had driven into a typical Devon stone wall about three feet high.

In the dark I hadn't seen it, although the car did have a reversing light but of course the bulb had blown and I had never got around to replacing it! When I got out and looked I had half demolished the wall, at least there was a hole in it about six feet wide.

Fearing the worst I turned and looked at the car but couldn't see anything in the dark so jumped back in and drove home quickly hoping no one had seen me.

Next day when I checked the car I discovered to my surprise that all the car had was couple of scratches on the bumper, the side wing where the stones had fallen was scratched and the reversing light glass was broken.

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Amazing could you drive through a Devon stone wall with a modern car without causing any damage, I doubt it but the Mayflower was built with about 2 mm of thick steel plate, built like a battleship. Of course after that escapade I bought a new glass and bulb for the reversing light.

Talking of thick steel plate, my sister who was a year and half younger than me and had no car, was horse mad, as were all girls in those days. She asked me to take her to a gymkhana one weekend. So a friend of mine, my sister and her two friends all piled in and off we drove to the meet.

Onto the roof

When we got there we were rather far back in the car park and could hardly see anything. At the front there were so many people standing in layers at the ropes we couldn't see anything there either. We clambered up onto the roof and bonnet and spent the afternoon there watching the horses with a splendid view of everything. Can you imagine four kids sitting on the roof of your car, it really was a sturdy car.

Eventually everything began to go wrong: the brakes were needing replacing; the tyres were worn right through and of course the

engine mountings. It did, however, pass its MoT which was quite amazing, or maybe not if you can remember what an MoT was like then, roughly 10 minutes and a short drive.

Every week though something else broke and spares were hard to get, so eventually I sold it and bought a Ford Prefect but I have never forgotten it though and often think back to the good times I had in that car.

I had a great summer roaming all over north Devon down to the long beaches with their sand dunes. Driving to pubs with the car full of friends or to a pop concert. I was always having to do minor repairs but it never bothered me so long as the car took us from one place to another. That was my youth and the car helped make it fun.

I still even have an original workshop manual, in fact I remember finding it years later. At some point I bought it with me to Germany. If anyone needs a manual let me know I'm willing to part with it for a reasonable price.

Best regards

Stephen Sheppard

Ambergerstr 4, 92421 Schwandorf, Germany

Tel: 09431 75 40 679

E-mail: stephen@sheppard.de

1953 BLACK MAYFLOWER (LHD)



© Stuart Gray Studio 2009

I have had it approximately 25 years. I am the third owner. The interior is wine colour leather. It is in pristine condition, completely restored and a beauty. It has approx 40,000 miles on it. I am advancing in age and need to size down considerably. My little car has always been garaged. It became famous in parades in California and Oregon. I have very strong attachments to this little car but unfortunately it is time as they say. It is quite a show-stopper. By the way, it won several awards at British Car Shows in California.

Contact: Sarah Sanders

E-mail: sarahb@mind.net - Tel: (00)1-541-482-5944

Olympic torchbearer

by Linda Spouler

EVERY ONCE in your lifetime, you have an experience that surpasses any experience you had in your lifetime. I was one of those lucky people to have experienced such an event.

My organisation, as an official Olympic sponsor, offered to their employees an opportunity to carry the Olympic torch. To qualify, you had to submit why you live the Olympic values of Excellence, Friendship and Respect.

Inspired by these values, I submitted my entry and waited with anticipation for three months before they announced the lucky 17 employees to represent the company. I have been told that when they read a short summary of the next recipient, my body started to hum when I recognized that they were talking about ME!

When my name was called, I bounded up to the stage with a 200 megawatt smile to receive my award. However, this was nothing short of

the actual experience. In October I found out that my location to run the Torch Relay was Prince Rupert, BC. Wow, I've never been there, so this is yet another great experience.

Between receiving my torch relay outfit, following the other 12,000 other every day Canadian Champions carrying the torch across Canada, and making arrangements to fly to my location, my torch relay day had arrived (day 95 of 106 days for the relay).

VANOC had the process down to a science. Of the seven torch bearers scheduled to run in Prince Rupert, three of us were from the lower mainland of Vancouver, one from Vancouver Island and three local residents. All of us met prior to the relay and were presented our torch.

From the second we stepped out of City Hall, the people of Prince Rupert began to show their excitement for this world-class event. As we walked through the crowd, I could feel that all eyes were focused on our beautiful



Linda alongside a freshly painted Lady May with the Olympic torch

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torches and that they were all anxious to see the Flame coming to town.

Once we boarded the shuttle, celebration among our torchbearers began. We all shared our stories and our excitement. We were shuttled to our starting point and were instantly asked by residents of Prince Rupert for photos with our torch. My moment had arrived, my torch was ready, my fellow torch bearer was approaching – we touch torches, the flame is passed – it's my turn to carry the flame.

The excitement to be part of Canadian history, part of the 2010 Olympics, and share the experience with all the other torch bearers was unbelievable! Being able to run in the middle of a busy street, with four policemen guarding you and the Flame close-by, more police in front and behind, and even more people cheering you is really something special!

All the eyes were on me and the Flame that has travelled across Canada and united Canadians from coast to coast. All too soon, after running 300 metres, it was time to pass the Flame. My torch was extinguished and I stepped on to the waiting shuttle to take me back to the meeting point.

Was it over? – Definitely not, meeting the people of Prince Rupert was yet another amazing experience. Everyone, from toddlers to the elderly, all asked me for a photo or a



chance to hold the torch. I happily accepted everyone's request and smiled to hundreds of cameras – each captured an Olympic moment of their own.

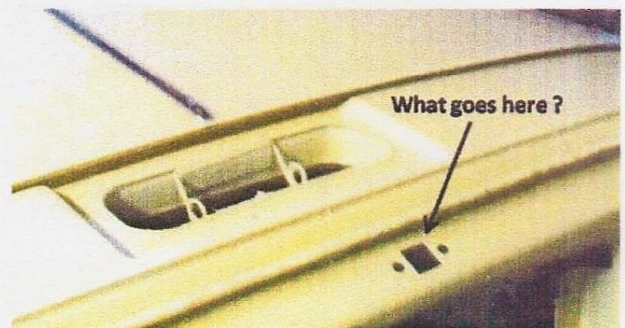
Update from Canada

by Larry Spouler

HERE I am and my son pushing Linda in our Lady May (see picture above) about a mile and a half to the neighbour body guy who will be doing final paint and body panel fittings. Lots of strange looks from cars passing by, Linda performed a good Queen wave and explained cheerfully that we were out of gas.

Must say the rolling car is real smooth and the steering very responsive and has a great little turning radius. Much more than expected. So far so good.

I would like to ask the membership for their help. I would like to know what covers this opening. The rear view mirror is hung from the roof so it does not mount here.



I could see some small speed nut plates sliding onto the holes to take two screws, but what do they hold down. How is this opening covered. Please do contact me and even better send a picture to spoulers@shaw.ca.

Your help is appreciated. Also included is a shot of the car as it has just returned from the painter.

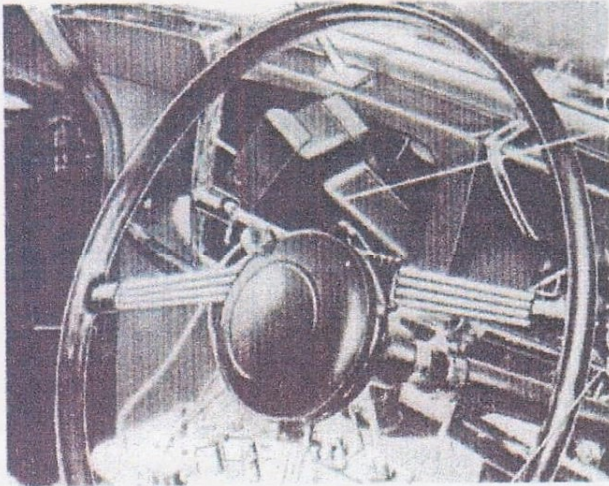
I did send an article to your editor, it was about the placement of the rear mirror. Does it go high or low. I have a mount location for both, however when I place it up high, what is used to

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cover the mounting location opening on the dash. Picture shows location on dash.

Update is now our Lady May has returned in final paint and she looks great in the two tone , flax on chocolate. Wiring going in along with other parts, hope to have her running by the end of March then to the interior guy for all the trim work, carpets and interior panels put in. Still trying to finish for a show in mid May.

I want to thank all the different members who have been so much help in getting this little gem back on the road and will continue to keep you posted on the progress.



A NOTE FROM THE EDITOR

I have looked up in the service manuals and apparently (I didn't know that before as well) there were two mirror locations. One on the roof and the other on the dash. Although the attached pictures do show that not all Mayflowers had the mirror mounting holes in the dash. I will pose the question in Flower Power as well. Someone might know.

Scrapping Mayflower



I have a Mayflower which I'm breaking for spares and he said maybe you could help by putting it in your magazine. There is no engine and no gearbox. The body and running gear has already been sold but all other parts are there and for sale. The bumpers are completely straight but will need rechroming. The bumper is okay condition wise but the lower badge is missing. The front seats are in poor condition with tears on the top, the rear seat is in okay condition with no rips or tears. All glass is there and is (at first look) scratch free. The chrome around the glass is complete but once again will probably need rechroming. Many other parts are available. I have enclosed some pictures for you to see the condition.

Please contact Lee at mrparry1984@hotmail.com

Letters

A tale of love

Hello fellow members,

This has to be a tale of love. In 1956 my father bought a Triumph Mayflower, registration number LGD 123, from his brother-in-law and kept it until 1964. He always spoke with affection about the car and often wondered what had happened to it.

Not looking for a Mayflower, I came across one advertised in Leicestershire and you can imagine my disbelief when it turned out to be LGD 123, that was in 2007.

Before starting on the bodywork, the first thing was to see what state the mechanics were in. The handbook that came with it stated that the plugs were Champion NA8, so with a set of compatible NGK plugs I was ready to start the engine.

With a battery borrowed from my wife's Corsa and surprisingly, a healthy spark at the points, the float chamber cleaned of debris and with the plugs out I turned the engine for about a minute to get the oil into all the right places, with a petrol pipe leading to a can, I wasn't going to risk the contents of the petrol tank, I replaced the original plugs with the intention of flooding them before putting in the new ones, I pressed the starter solenoid, in about the time it took to fill the float chamber, it burst into life, cut

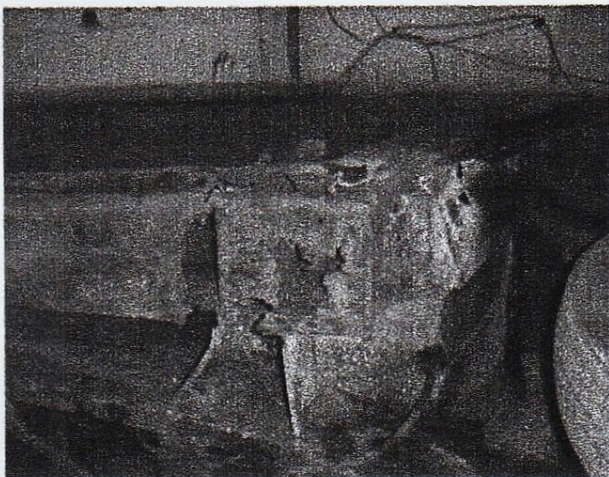


out and restarted a couple of times and then idled beautifully.

Out of curiosity I checked the smoke coming out of the exhaust, another surprise, it looked clear enough to pass a Cat test. Did I dare drive it? You bet. Unfortunately a stuck clutch plate put an end to that, but with a wonderful reading on the oil gauge, I switched off the engine not wanting to trust the state of the engine oil.

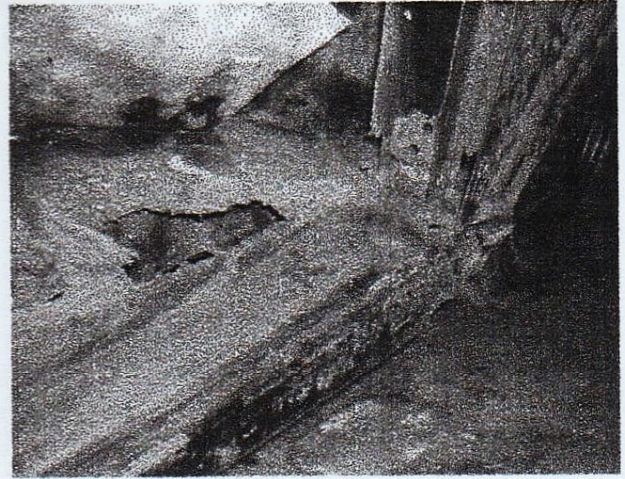
Was this going to be a good omen for a task that I had never done before, having only ever been self taught with oxy acetylene and not practised in 25 years?

The bodywork could only be described as a 'basket case', it looked to have rotted from the inside out, the length of the rear window where it meets the boot and around the sides was eaten through, bottom of the rear wings, full length of the sills, although the jacking points were still attached, A-posts were gone as were both front foot wells and the bottom of both front wings. That was on first inspection, so nothing for it but a total strip back to bare metal, to find the full extent of the damage.



Borrowing a friend of a friend's garage with a two post lift, I had a full weekend to strip the car to a shell and remove the paint. Looking like a coal miner the task was finished. As it turned out there was no other corrosion than first envisaged, other than over a bigger area but that was no surprise. The underneath was solid, thanks to my father and the old leather gauntlet he had permanently wrapped around a brush which he religiously used to apply underseal to the underneath of the car.

Work has progressed slowly since then, primarily having to move 'lock-ups' four times as landlords selling or demolishing them, each time with very little notice and with little time



Above and left: some of the extensive corrosion

available due to work, it took months to organise each lock-up into a state where I could work.

I have now decided on a concentrated push to get LGD 123 finished for this summer, hope it is a long one! I have a hundred and one questions to ask but these are mainly to do with the interior and that is a little way off yet. Also a big thank you to everyone who has contributed 'tips' and experiences, I will have need of them all, please continue.

*Tony Wilcox (1048)
tony@wilcox18.freemove.co.uk*

**Gentleman
wanting
to purchase
a running
Mayflower
(with or without MoT)**

Contact:

Peter Clark

Somerton, Somerset

01458 272559

FBHVC Fuel and Anti-freeze News

Ethanol in Petrol

RECENTLY DISCUSSIONS about ethanol in petrol have been focussed on fuel system corrosion and also high fuel volatility, which has been causing operational difficulties. The oil industry position is based on a safety concern over reduction of volatility. The validity of the safety concern was questioned and is now being checked by DfT but it seems unlikely that there will be a reduction in fuel volatility other than a small correction to reflect the blending of ethanol into the fuel.

It is confirmed that Shell V-Power petrol is currently guaranteed not to contain ethanol. It is not an exchange product, being unique to Shell, so is under their close control, unlike most other fuels sold at filling stations. Thus for the time being, members wishing to avoid petrol containing ethanol can buy this product, which also has the advantage of being widely available.

The issue of corrosion concerns with petrol containing ethanol is being pursued further but at present there is nothing more to report.

Lead replacement additives

Testing for suitable lead replacement additives took place prior to the withdrawal of leaded fuel in 2000. Since that date only very small quantities of leaded petrol have been permitted to be sold for historic vehicles by licensed garages who are members of the FBHVC.

The FBHVC originally tested 12 products to assess their performance in protecting against valve seat recession using identical test procedures on a Rover A-series engine. The results were conclusive and showed clear differences in performance between the various products tested. Those products that did pass the test were allowed to carry the FBHVC logo and the words: '*endorsed by the FBHVC*' or: '*This product has been subjected to a valve seat recession test by an independent test house on behalf of the FBHVC. The results of the test indicate that the level of valve seat protection is likely to be adequate for all normal*

normal driving but not including racing or other exceptionally arduous uses.'

Since then a number of these products have been withdrawn from sale but the following are still available: Millers VSP-Plus; Red Line Lead Substitute; Castrol Valvemaster; and Castrol Valvemaster Plus.

Each of these products has a different active ingredient and it is recommended that these products are not mixed in the petrol tank, in other words, choose one product and stay with it. Tetraboost, which contains tetraethyl lead is, of course, also available from a number of stockists.

Anti-freeze

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January anti-freeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective anti-freeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic anti-freeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bitting agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). Recently problems

have been reported concerning the use of anti-freeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting.

Older engines

However these products do seem to cause problems in older engines; over and above the ability of anti-freeze to find the smallest crevice and leak, OAT anti-freezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines.

For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is: only use blue coloured IAT anti-freeze in historic vehicles; only use OAT products ('advanced' or 'long life' anti-freeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer; never mix different types of anti-freeze without thoroughly flushing out the system; always replace the coolant within the time scale specified by the anti-freeze manufacturer as the corrosion inhibitors break down over time.

Frankie Howerd Classic Run

Dear Sir/Madam,

I am writing to you to invite you and your members to participate in the inaugural 'Frankie Howerd OBE Classic Vehicle Run' on Sunday, July 4 from Queen's Square, Bristol to 'Wavering Down House', Cross (Frankie's former home near Cheddar) via the Children's Hospice South West at Charlton Farm, Wraxall, Cheddar Gorge and Weston-super-Mare — a varied and interesting route.

The event is to raise money for the Children's Hospice South West and the Frankie Howerd OBE Trust (registered charity number 1122850) and all proceeds will be divided equally between the two charities.

Registration

The registration fee per vehicle is £25, for which we will provide the following: 1) a numbered rally plaque; 2) certificates of participation and completion from the CHSW and Frankie Howerd OBE Trusts; 3) a route booklet kindly prepared by the "Classic and Historic Motor Club Ltd"; 4) a truckle of Cheddar Cheese; 5) a lunch voucher for the driver; 6) a tour of Frankie Howerd's former home plus tea and biscuits.

We are co-ordinating our event to coincide with the opening of the new pier at Weston-super-Mare which is where lunch will be taken

and we hope to have the services of one of our famous patrons (June Whitfield, CBE; Griff Rhys Jones, Rafe Spall, David Walliams) on the day.

For further information, please don't hesitate to contact me by phone, e-mail or letter, and please keep an eye on our website www.frankiehowerdobetrust.org where we will provide extra details of this exciting event.

I look forward to hearing from you and hopefully meeting some of your members on July 4.

*Many thanks in advance,
Nigel Lincoln, Trust Secretary*

New owner

Dear Editor (Nico),

I have sold my Mayflower 439 HYO to Brian Brown in London. I do hope he has as much enjoyment with it as I did.

I'd like to say a big thank you to John Gogay, Peter Benfield, John Oaker and everyone else who has helped me along the way over the years.

*Yours sincerely
Ian Watt, Member 792*

Rally report

Kelmarsh Hall update

A NOTE TO remind you that planning for this event is well advanced and to remind you that booking of rooms (£75 per double room, b&b) may now be undertaken at The Three Swans and **must** be done by the **end of April** to be sure of a room. The hotel telephone number is 01858 466644, email info@threeswans.co.uk

As usual the event will be preceded by a dinner on the Saturday night at the hotel which we have used before, the Three Swans in Market Harborough, where hopefully the members of both clubs will meet the remainder of the attending members for a 'jolly and joyful jubilee drink' prior to the evening dinner.

On the Sunday morning members will drive the seven miles or so to the rally site at Kelmarsh Hall; please lie in, have a long luxurious breakfast and try not to arrive before 11.00 am (unless you are part of a working party for setting up).

The rally field lies on the west side of the A508, about half a mile north of where this road passes on a bridge over the A14.

The Hall management are prepared to open the Hall (which is normally closed on Sundays) and give one or more guided tours of the house if we inform them in advance. Should you (or your wife/friend, etc) wish to participate in a tour of the house please let Bob Wyatt of the Roadster Club know by email (wyatrs@waitrose.com) or telephone 01525 374996. Only if he gets a sufficient number requesting a tour of the house will he be able to

TRIUMPH MAYFLOWER RALLY BACK SEAT MEMORABILIA COMPETITION

It's that time of year again folks and the back seat memorabilia competition is back! It would be great if we could stick to the years the car was manufactured but then we would miss the birth of Rock and Roll and all the wonderful paraphernalia that brings to the scene. So I thought maybe we could extend it to the end of the 50s, you can include anything that would have been fitted as a accessory to cars of that period or just carried around as general luggage/junk etc. So let your imagination run wild, see you on the 27th June. Paul Norton

arrange it. Of course a tour could comprise members of both clubs together, so if there are only a few of you don't worry, still let him know. It will take place at a specified time if it is laid on for us.

Below is the menu for Saturday night, please return to Bob Wyatt by **May 14**. We look forwards to a truly record breaking attendance and a really good evening of natter and chatter.

Choices of Meal for Saturday, June 26, 2010

for the Three Swans Hotel Market Harborough

ORDER FORM

Starters	<i>No. Reqd</i>
a) Soup Vegetable)
b) Vine Tomato & Goats Cheese tartlet
c) Pate: Chicken & Ham Hock Terrine served with spiced plum Compote
d) Asparagus and crispy panacetta salad served on crisp leaves

Mains

e) Roast Sirloin of Beef with Yorkshire pudding, roasted potatoes and red wine gravy	.....
f) Confit of Duck leg with fondant potatoes and dark cherry sauce	.....
g) Seared Fillet of Red Snapper with seasonable vegetables and spiced herb butter	.....
h) Smoked Bacon wrapped chicken with new potatoes and salad	.....
v) Roasted Artichoke, Spinach and cherry tomato tagliatelle	.....

Sweets

j) Pain au Chocolate Bread & Butter Pudding	.....
k) Coffee crème Brulee	.....
l) Caramelised lemon tart with Chantilly cream	.....
m) Cheddar and Stilton cheese plate	.....
n) Fruit Salad	.....
p) Seasonal fruit cheesecake	.....

*Coffee and mints will be served after dinner.
Wine to be chosen and paid for on the night*

TRIUMPH MAYFLOWER CLUB



19 Broadway North, Walsall, West Midlands WS1 2QG
Tel: 01922 633042 E-mail: johnchoaker@btinternet.com

01-04-10

Dear Member,

Please note that members' annual subscriptions will be due for renewal at the end of March. At the 2010 Annual General Meeting it was decided to keep the membership for 2010 2011 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address.

Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club' bank details are as follows: Horley branch Lloyds TSB bank bank sort code 30-94-38 and the account number 0066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity. .

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

For your convenience I have included a return slip with this letter. If you would like your new membership card by return of post please enclose an s.a.e. Failure to do so means that your new membership card will come to you with the next edition of Flower Power.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via email, but I am short of, or have old email addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my email and I can then store your email address.

Any problem or uncertainty please email me at johnchoaker@btinternet.com.

Thank you

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Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2011.

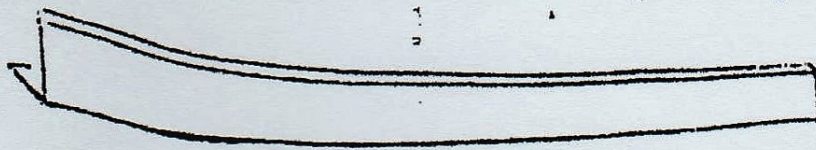
World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please email me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in U.S. dollar could make out a personal cheque payable to John Gogay spares' secretary - for \$40.00.

_____ signed _____ member number

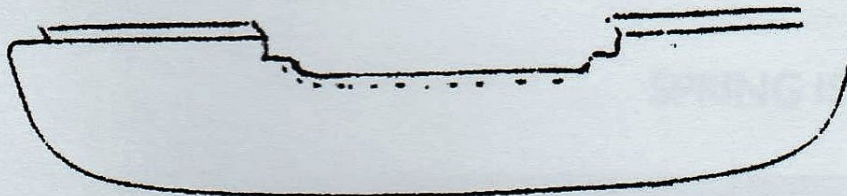
My email address is _____

Classic Car Sills

Parts for the Triumph Mayflower



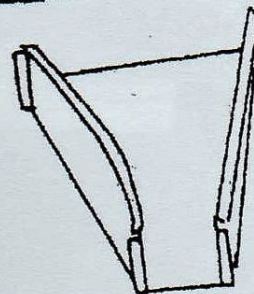
SILL £20.00



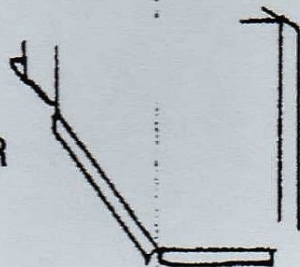
FRONT
APRON £45.00



INNER
SILL £6.00



OUTRIGGER
£7.50



OUTRIGGER
£7.50

REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

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

Intentionally

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