

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2010 No. 133



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2010-2011

CHAIRMAN	Howard Pryor, 12 Park Road, High Barnet, Herts EN5 5SQ - Tel: 020-8440 8623 E-mail: howard.pryor@tiscali.co.uk
VICE CHAIRMAN	John Castle, 4 Trevor Road, Hinckley, Le10 1JD Tel: (01455) 613041 E-mail: john_castle@btinternet.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: jgogay@aol.com
TREASURER	Paul Norton, 29 Teeswater Close, Stoke Heath, Bromsgrove, Worcs B60 3PX - Tel: (01527) 575651 E-mail: tvs520@hotmail.co.uk
EDITOR	Nico ten Wolde, Meernijk 110, 3454 HV De Meem, The Netherlands - E-mail: nicotenwolde@planet.nl
RALLY SECRETARY	VACANT
SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
REGALIA SECRETARY & SECONDHAND SPARES	Fred Newman, Pippbrook, Pope House Lane, Ashford Rd, St Michaels, Tenterden, Kent TN30 6SS Tel: 01580 765951
CLUB HISTORIAN	Steve Coulman, 23 Park St, Messingham, N. Lincs DN17 3RU - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley - Tel: 01732 849140 Peter Benfield - Tel: 01609 761260 Steve Coulman - Tel: 01724 762061 Larry Spouler (Canada) - Tel: (+00) 1-604-272-7250
CO-OPTED MEMBERS	Maurice Wilkes and Clive Lungmuss
WEBMASTER	Robert Gannon, 269 Chippenham Lane, Hockessin, Delaware 19707 Tel: (+00) 1-302-234-1131 - E-mail: trsix74@comcast.net

*When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

FLOWER POWER
CONTENTS

EDITORIAL	Page 2
LETTERS	Pages 2 - 4, 6 - 7, 10 - 15
DASHBOARD REBUILD	Page 5
AGM REPORT	Pages 8 - 10

Cover: Picture of a "barn find" Mayflower. Hopefully a full report will appear in the next issue

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.



**TRIUMPH MAYFLOWER
CLUB SHIRTS
SHORT-SLEEVED POLO &
LONG-SLEEVED SWEAT SHIRTS**

WITH EMBROIDERED MAYFLOWER LOGO

Available in Small, Medium, Large, Extra Large, and Extra Extra Large

Colours available:

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15
Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE REGALIA SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial

by Nico ten Wolde

I HOPE YOU are all enjoying the summer weather by now. It is time for our cars to be driven again!

I took our Flower out of the garage a few weeks ago. It started quite easily so I went for a drive only to find out a couple of kilometres later that the engine temperature was rising rapidly.

I immediately drove the car back to the garage. Unfortunately I did not have any suitable tools with me but I think that the thermostat might have got stuck during the winter. I will try to fix it as soon as I can find some spare time and keep you all posted on the progress.

Included in this issue of *Flower Power* are quite a few restoration stories and pictures to accompany them. Also included are details of a Mayflower in Thailand!

It is still a struggle to get enough content for the magazine so I must appeal again for you to please put pen to paper and tell me about the rallies you attend, restoration projects you are in the process of, or any other item that might be of interest to other members.

Enjoy reading and drive carefully through the summer.

Copy dates

Copy deadlines for the next few editions of *Flower Power* are: September 1; December 1; and March 1 2011. All correspondence should be sent to Nico ten Wolde by post or e-mail in English, German, French or Dutch.

CLUB SUBSCRIPTIONS

Your club subscriptions became due on April 1 2010

If you have not paid please send £25 to John Oaker
(US members may send \$40 made payable to J. Gogay)

Help keep costs down by sending promptly

CLUB REGALIA

Base Ball Cap	£6.00
Key Fob	£3.00
LapelBadge	£2.60
Polo Shirt (new style)	£11.00
Woven Badge	£2.00
Club Car Badge	£11.00
Magazine Binder	£5.00
Sweat Shirt (new style)	£16.00
Mugs	£4.00
Pens	£2.00
T-Shirt	£10.00

All prices exclude Postage and Packaging

Available from:

Fred Newman

Pippbrook, Pope House Lane

Ashford Rd, St Michaels, Tenterden Tn30 6SS

Tel: 01580 765951

Letters

Progress from France

Dear John (Oaker),

As usual I enclose the annual subscription for 2010 of the Mayflower Club. I will also let you know that the restoration of my second RAF blue Mayflower (of Danish origin) is now going very fast.

After sandblasting the shell she is in a workshop to do some welding but overall she is in very good shape.

This summer all that work will be done, including the painting (Jaguar willow green!!) And the rest will be down to me. Still a long way to go.

Wishing you all a good Triumph Mayflower year.

Edouard Wagenaar (976)
Nieure, France

Letters

Another one finished

Dear members,

I have spent the past year or so restoring MYM 359, I understand that this car was a registration transfer in 1996-7 and was left to rust in peace until last year when I spotted it advertised in one of the classic magazines for spares.

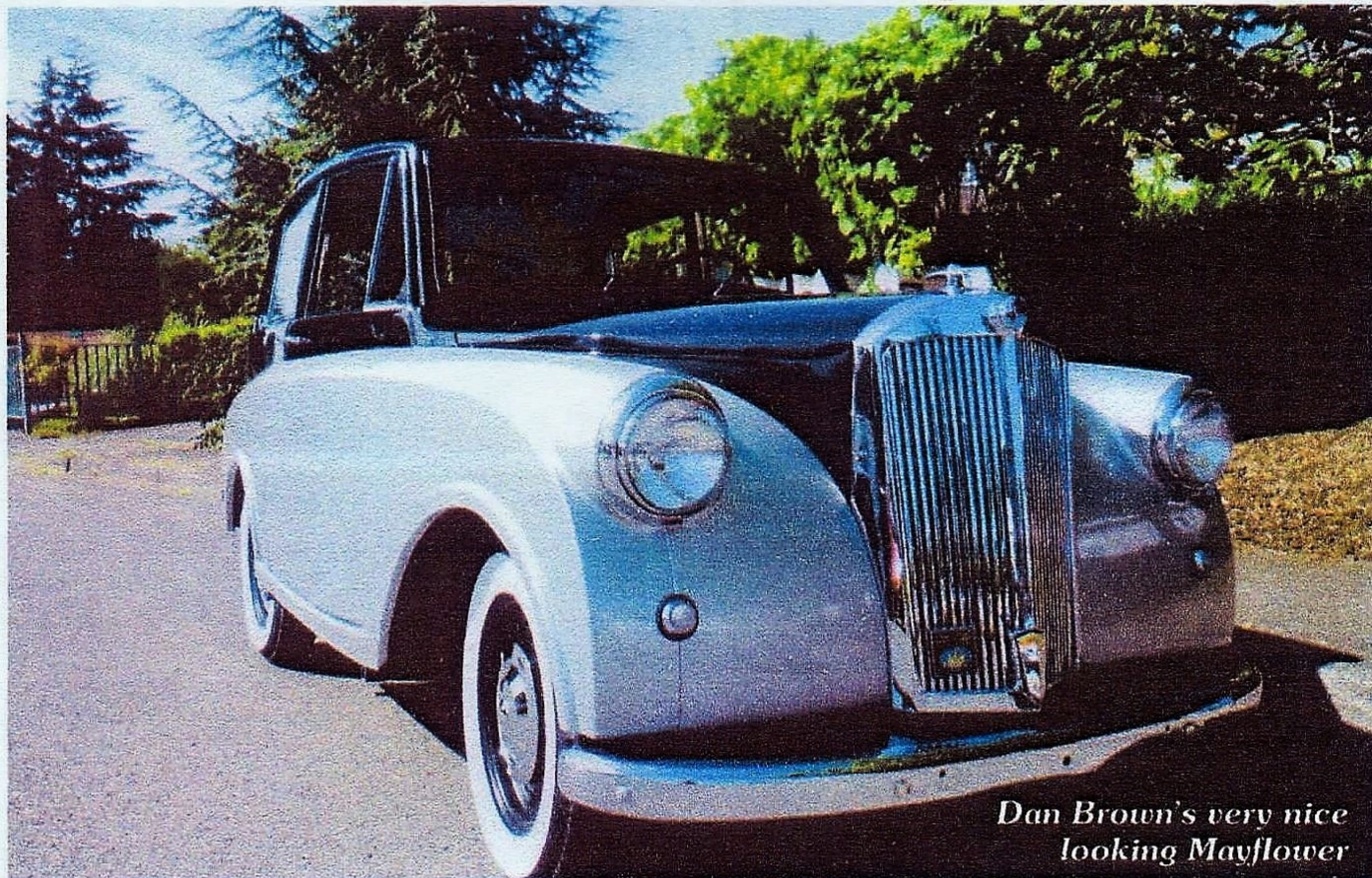
I understand that it came from the London area and would love to find some history as I have none at all.

I would also like to add the whole car was restored by myself on a budget of less than £2,000. I hope you agree, a lot of Mayflower for the price we think!

Hope to see you at one of the rallies in the near future.

*Many thanks
Brian and Rita Jones (1099)
Scunthorpe, North Lincs*





Dan Brown's very nice looking Mayflower

What a picture!

Dear Ed,

We took my Mayflower to a big car display 10 days ago and of all the cars that could have been photographed, mine showed up in a local publication. It is a really good picture too – I will try to attach a copy. I think I have succeeded (see below). It may come through as a bit grainy.

*Thank you
Elva Marshall (982), Australia*

New address

Hi John (Oaker),

Just to let you know I have a new address. Have not done much with the car, hope to take it to Canada this year for a Triumph show. Wife is still fighting breast cancer. Also have plans to take it to Reno in Vegas for the hot August nights. Hope all is well with you.

*Best regards
Dan Brown (60)
Washington, USA*



Dashboard rebuild

by Ted Newbery

I LIVE IN northern New South Wales on the east coast of Australia, where the shade temperature this afternoon is 32C and the overnight minimum is 21C, which you may envy as you shiver with your winter snow and ice.

Whilst this warm weather may be agreeable for humans, it is not so favourable for cars built in 1951 for the British climate. One item on my Mayflower which could not stand up to the heat was the instrument panel on the dashboard.

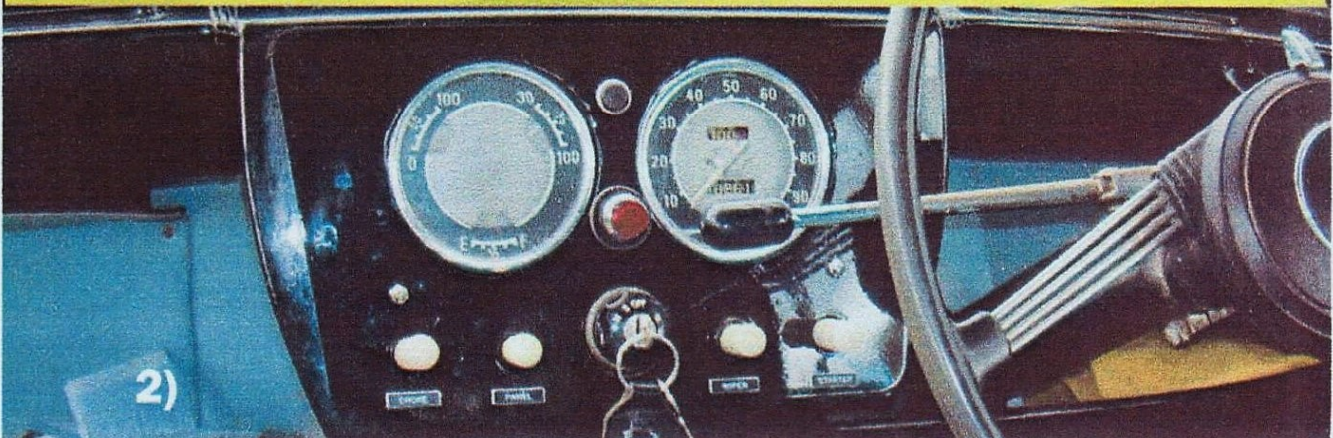
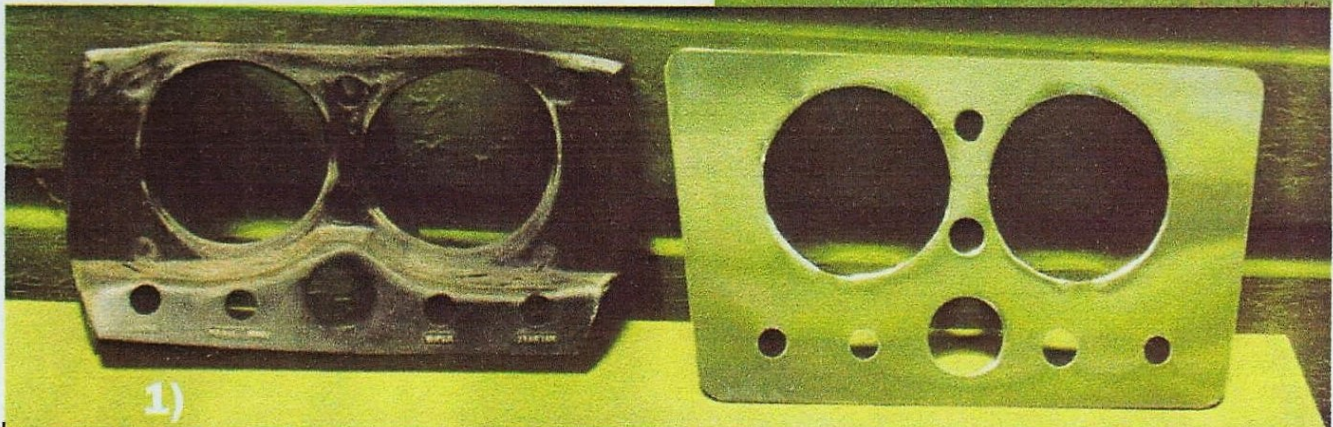
This appears to have been made of some sort of early plastic, perhaps 'Bakelite'; over the years it has warped progressively until there was a large gap at the top separating it from the dashboard. Finally I could stand this state of things no longer, so I removed it; this was quite an exercise, as it was secured by four narrow bolts fused into the back of the panel.

To replace it I made a cardboard template and took it to a firm of metal fabricators to replicate in thin aluminium sheet, which they accomplished successfully at the second

attempt. Then to my car restorer for painting, as aluminium apparently needs a special undercoat; in the meantime I had a firm of trophy manufacturers make up the labels for choke, panel, wipers and starter to stick on under the respective knobs.

When all was ready, the question was 'How to install it?' Back to the template to locate the holes in the panel at the back between all the wiring. I cut the heads off two three sixteenth inch bolts and replaced them with dome head nuts, then pushed them through to be secured by nuts at the back.

The photographs are: 1) the original instrument panel and the aluminium replacement (I am sorry that they have absorbed the green colour of the wall); 2) the dashboard as it now looks; 3) the Mayflower itself, with its racing stripe which makes it go 5 mph faster.



Letters**Spring showing**

Dear Mayflower Friends,

Attached are some photos taken this afternoon showing the current status of the Mayflower. Doing some front brake work and connecting the wiring harness. Next is installation of the engine, transmission and the rear side windows. Then off to a trim shop for the interior. After that is gauges, radiator, front chrome and finally tyres.

The state police were out this afternoon to verify the commission (VIN) number so we are getting the title correct for the future of this car.

The under bonnet shot shows the stiffeners that we added to eliminate the flex and twist that we could not get out of the bonnet when closing. It is adjustable and also ended up as a valuable aid in aligning the bonnet with the fenders because you can adjust for any misalignment. If a need, I can write up how we did this.

I have accumulated the following for sale:

1) Wiper motor mounting grommets (small diameter end approx $\frac{1}{2}$ " long and need cut with a razor knife to the correct length) \$1 for two.

2) Wiper drive grommet through the firewall (these are not the flexible nipple type, just a standard grommet) \$1 each.

3) Part 100679 engine side cover washers (red x $\frac{1}{32}$ " thick) \$1 for four in case you need double thickness.

4) Part 100594 shift control rubber bush (the small diameter end of these need approximately $\frac{1}{4}$ " cut off with a razor knife to the correct length) \$2 for four.

5) Rear number lamp grommet through body and through lamp \$1 for two.

6) 6 - 40 x $\frac{1}{2}$ " flat head stainless steel screws for chrome side window surrounds. These have the correct tapered seat and a recessed hex drive. They are too long and need approx $\frac{3}{16}$ " of thread removed for use. They will not tarnish or break and look great. I had 200 made at \$1 each and used approx 60 of them. The balance are for sale at \$1 each. I can supply taps on demand.

continued on page 10



The nearly complete Mayflower looking very smart in the sunshine

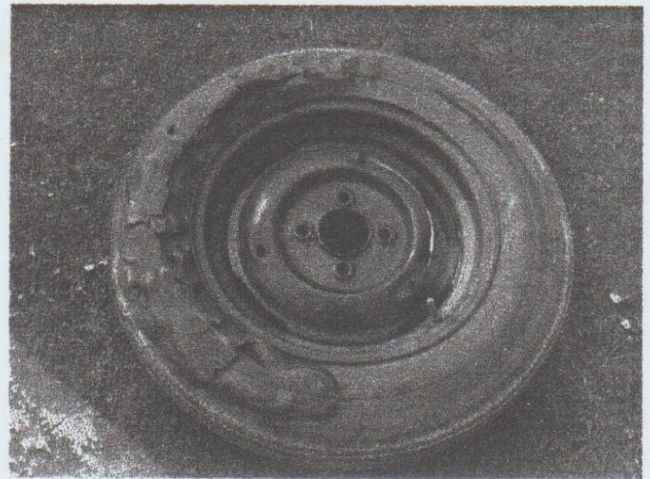
Letters

Heater anomaly - and a tyre surprise

Dear Ed,

Out here in New Zealand the weather is much better than in the UK but, even so, we do have a need for heaters in our cars especially where I live which is at the bottom of the South Island. I bought a Mayflower (my second) about six months ago and decided to overhaul the heater before the onset of winter (we are just coming into autumn at the moment).

Having done the heater in my first Mayflower some time previously, I struck no problems in getting the second one in tip top condition - all I really had to do was renew all seals, etc and make a new diaphragm for the water valve (out of an old push bike inner tube).



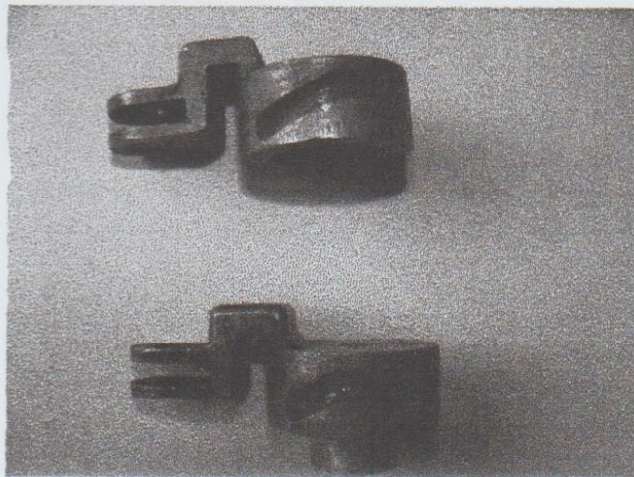
much less than I expected. After some scratching of my head, I fortunately noticed that as I operated the heater valve by hand it went 'in and out' differently from the one I had overhauled before.

A strip down of the two valves showed up the difference in design as shown (fig.1). Incidentally, the controls for both of the heaters were identical - both suiting the off-warm-hot-cold system. I have however seen a control which is labelled to suit the other valve.

Why this anomaly should exist, I don't know but, if anyone else is disappointed with their heater output it might be worth observing the motion of the valve as an assistant operates the control throughout its range.

Another thing I did to the car was to remove the spare wheel to check that it was inflated properly (I could see that the tread was fine without removing it). The result is shown above. No wonder my petrol consumption was not what it should be!

After removing the tank I found some previous soldered repairs (which were fine) but also four or five holes about 1mm in diameter. The only thing that stopped the petrol pouring out was a thick coat of paint!



On refitting the heater, however, I was disappointed to find that the heat output was

Old clippings

Dear John,

Enclosed is a page of our local newspaper the Gloucester Citizen. In the bottom lefthand corner is a short insert referring to the advertising for sale locally of Mayflowers (I am not sure what the writer of the article means about the Morris Traveller having its own wipers and carpets, he must be very young!

Wishing you well
A. E. Holford (1965)

which involved three ve

Vintage motors

IF this little motor had taken your fancy it would have set you back a mere £375 in February 1960. The 1953 black Triumph Mayflower was one of the most popular cars in The Citizen's motors classifieds. Other sales included a 1955 Morris Minor Traveller with its own windscreen wipers and carpet.

196
1970
Love
Roser

21

AGM minutes

MINUTES TAKEN by Phil Benson on Sunday, March 21, 2010, of the Annual General Meeting held at the Holiday Inn Express Hotel, Walsall.

Present: Peter Benfield; Philip Benson; John Castle; Clive Lungmuss; Paul Norton; Howard Pryor; John Oaker and David Walton.

Apologies received from: Peter Burdge; Steve Coulman; Terry Gordon; John Gogay; Nigel Fitzmaurice Hawker; Fred Newman and Ian Ritchie.

Howard Pryor took the Chair as Vice Chairman and opened the meeting at 2.00 pm by welcoming everyone who was present.

Officers reports

Chairman's Report: Howard explained that as we had not had a Chairman this year there was no report.

Vice Chairman's report: Howard reported that the club had continued to operate throughout the year and despite the recession in the United Kingdom he felt a corner had been turned and new blood was once again coming into the club.

Mayflowers continue to turn up as 'barn finds' and he was sure the membership as a whole wanted us to continue to operate as a 'one make' club. Howard advised that he was willing to continue as an officer of the club until 2011 if re-elected today.

Secretary's report: John Oaker informed the meeting this was his 16th report as General and Membership Secretary. His initial statement from last year's AGM that "I think this year I have written more letters and e-mails, and received more letters and e-mails than at any time in the last 15 years" has easily been beaten this year.

The main theme in all the correspondence was again "The state of the club and sharing ways forward". I was very pleased with the response from members and being able to share members ideas and offers of help.

Member support is still welcome and do please feel free to contact the club with any offers of help in matters Mayflower. As someone with two years of retirement under their belt I do understand the problems that many members have in attending rallies and

meetings and offering time. I have never been so busy! The membership numbers show cars new to the club continue to be found.

Three barn finds, where each car had been stored away for at least 35 years in various states of preservation were amongst the big surprises in my year. Cars bought in the UK seem to be turning up in Europe now so because of this trend our overseas numbers are now rising.

I have provided tables showing the number of members during each of the last 15 years, and also a breakdown by location for the past seven years. Hopefully these will be printed in *Flower Power* and members will find them of interest.

In 2010 we are once again back to a healthy number, 145. Of these as at March 31, 2010 102 renewed for another year; six former members have rejoined us; we have our six honorary members and 31 new members joined during the club year.

This figure of 31 compares very favourably with just 18 new joiners in the previous year. The figure also shows that 21 per cent of the current membership are new members which I consider to be quite a healthy and promising situation.

Treasurer's report: We did not receive any bank statements between July last year and March this year because the addressing at the bank was incorrectly amended. This has taken quite a lot of energies to resolve. However, by visiting the bank recently we were able to get the statements printed and have produced our accounts from them within the last week.

These figures show we continue to have a very healthy reserve and I do not believe that we have any need to amend the current subscription rates. I therefore propose these remain the same as last year. The motion was seconded by Phil Benson and was agreed unanimously.

New Spares Secretary's report: was given by Howard Pryor in John Gogay's absence. Some new parts have been manufactured during the year. The most important being the engine timing cover and sump gaskets. Demand for spares has fallen off this year, possibly due to the recession.

FLOWER POWER

The account balance is healthy and no major problems to report. John offered to continue in his position. His offer was accepted by the meeting. The new spares accounts for the year were presented and accepted by the meeting.

Regalia Secretary/Secondhand Spares Secretary's report: Fred Newman advised in his report that sales of spares and regalia are infrequent at this time, a reflection of current membership perhaps. Stock of secondhand spares of real use is diminishing.

He further put in writing that he wished to be disassociated with role of Secondhand Spares Secretary (with Peter Benfield) as he was concerned as to the standard and quality of some of the secondhand spares held by himself. He asked the meeting to request the membership to advise any "spare" quality secondhand spares.

He requested the meeting authorise disposal of those items that in his position are poor quality bits recovered from scrap cars. He advised he would continue to store items fit for purpose.

Meeting advised him (in his absence) that his position of secondhand spares did indeed already give him the authority to review stock and dispose of anything which in his opinion was not worthy of sale to members. They asked him to reconsider his decision.

Peter Benfield volunteered to communicate with Fred and see if he would continue to operate as a secondhand spares secretary with those items in his stock that were fit for purpose. Regalia and Secondhand Spares accounts for the year were presented and accepted by the meeting.

Secondhand Spares Secretary's report: A variety of items have been requested during the recent winter months. Many of these were of smaller dimensions, particularly of body parts. Most requests were duly met but items such as overriders and bumpers still could not be catered for.

The present situation financially remains healthy. Cash in bank £143.78 and cash in hand £268.50, a total £412.28.

Election/re-election of Officers

Howard Pryor was nominated as Chairman by Phil Benson and seconded by Peter

Benfield. Howard accepted on the grounds that the Vice Chairman position was taken by someone who felt they could be a successor as Chairman in one or two years time.

John Castle stated that if nominated he would accept on that basis. Peter Benfield duly nominated and Paul Norton seconded him as Vice Chairman. There being no other nominations Howard Pryor was elected Chairman and John Castle Vice Chairman.

The other officers have all offered to continue in their posts. There being no opposing nominations they were all duly re-elected.

Officers for 2010-11 are therefore: John Oaker as General and Membership Secretary; Paul Norton as Treasurer; John Gogay as New Spares Secretary; Nico ten Wolde as *Flower Power* Editor; Fred Newman as Regalia Secretary; Peter Benfield as Secondhand Spares Secretary; Steve Coulman as Club Historian; Malcolm Barnsley, Peter Benfield Steve Coulman and Larry Spouler as Technical Officers; and Clive Lungmuss and Maurice Wilkes as Co-opted Members.

There being no nominations for Rally Secretary and no volunteers the position remains vacant this year.

Any other business

Item 1) Peter Benfield presented a letter from Robert Marshall, the *Triumph World* Club Correspondent advising he was keen to include details of events, his section of *Triumph World* being particularly focussed on the social side of club membership.

However, he went on to say he is keen to write a piece on the Mayflower Club and will be back in touch when he has space for a suitable article. Peter confirmed he will keep in touch with Robert and will let him have the dates for the Annual Rally and the Northern Section Rally at Ripon old cars.

Item 2) The club are displaying a Mayflower (Eddie Copson's) on the Triumph Roadster Club's stand at the NEC Classic Car Show on November 12, 13 and 14. Howard asked for volunteers to go along and support Eddie.

He also asked if we could enlarge some photographs to a larger size to display on the stand. As it happened Peter Benfield had five photographs with him that he had picked up at an autojumble recently, some were of the

FLOWER POWER

apprentices at Coventry preparing the sectioned Mayflower for the launch Motor Show at Earls Court and some were of the Mayflower assembly line (which Howard advised was the only car ever to go along the line sideways-on). David Walton volunteered to take the photos and investigate scanning,

Digitising and reprinting at A2 size. The meeting authorised reimbursement of reasonable expenditure to cover this.

There being no further business, the Chairman thanked everyone for attending and wished everyone a safe journey home and closed the meeting at 3.50 pm.

continued from page 6

Shipping for any order in the US is \$2. To the UK or anywhere else will depend on weight.

Am starting to clean up the basement and garage and uncovering all the extra parts that we have and there are more than the above list.

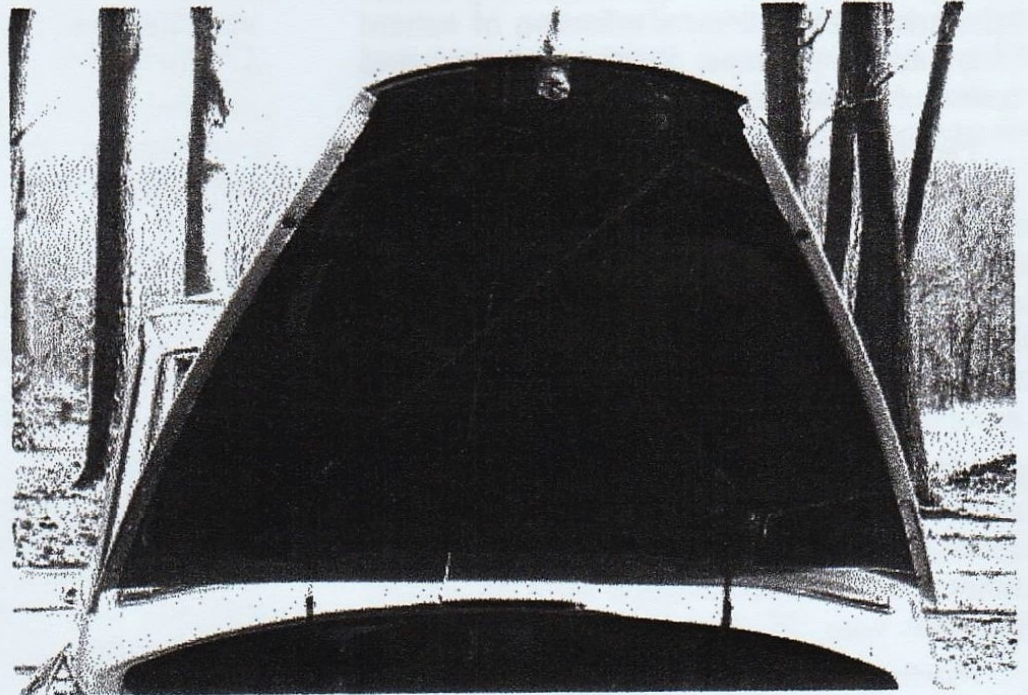
I should have a prototype of the gas tank filler grommet in two weeks. These will be expensive but more equals less. Do you have any idea on demand for these?

Also need to put an inquiry into the *Flower Power* that I'm looking for a good front bumper within the US. The best one of the two that we have has been used to jack up the car and is twisted plus is very pitted. My chrome guy says find another one!!

We are sure glad spring is early. Last week we had 12 inches of snow on the ground and today have most of the yard cleaned up!!

You have one great day and many thanks again for your help.

Regards Russ



1952 TRIUMPH MAYFLOWER

I still have my 1952 Mayflower which is in excellent condition and which I would like to sell to an enthusiast. It is completely original as from the factory other than a quality headlining and bound carpets. Perfect mechanically. Black with grey interior. Everything works including trafficators and radio. Perfect chrome except minor pitting around windows. Wealth of spares. 5 whitewall tyres. Minor corrosion on rockers and fender seams. Insurance appraisal \$15,500. \$6,500 or best offer

I can be reached at:

cveary@explornet.ca or (Canada) 1-705-878-5441 - Cliff Veary

Letters

First time out!

Hi all,

Thought you might be interested in a few photographs of XSY 597 on her first time out of the garage since 2005.

We have resprayed the car and renewed the interior including new headlining.

*Regards Terry Collinson (1007)
Walkley, Sheffield*

**DON'T FORGET
THE RALLY**

**Sunday
27th June**



Letters**Thoughts on
scrappage
scheme**

Dear Nico,

In the Winter 2009 issue of *Flower Power* page 6 you asked if there were any thoughts on the scrappage scheme. I dislike the scheme for several reasons:

1) As a tax payer who can't afford a new car, even with a £2000 discount, I object to subsidising those who can afford a new car.

2) The scheme was brought in to help the British motor industry. What British motor industry?

3) It is harmful to small independent garages whose bread and butter jobs are the 10-year-old cars that are being scrapped. The new replacement cars of course need to go to the main dealers to be serviced and need too much specialist equipment for the small garage to ever do.

4) There is going to be a shortage of cars for the next generation of classic car enthusiast.

5) There is no provision for saving rare and historic cars.

Imagine the uproar if an art gallery threw away a Turner or Constable to make room for a modern bit of tat. Rant over. I will now dismount my high horse, climb down from my soapbox, get my coat and send best wishes to all.

Steve Corston (1110)

In response to a question regarding how an historic vehicle that has passed through the Scrappage Scheme could be saved, the Department for Business, Innovation and Skills (BIS) sent the Federation the following statement:

A Certificate of Destruction must be issued for all Scrappage Scheme vehicles. Whatever their age or condition, these vehicles are effectively being declared End of Life Vehicle (ELVs) by their last owners at the dealerships which accept them. To comply with the 2003 ELV Regulations, the vehicle must be initially treated at an Authorised Treatment Facility (ATF), to the standards required (fluids drained, battery and tyres removed, airbags

deployed or removed), and it would then no longer be classed as hazardous waste. The scrapping process could stop at that stage and the vehicle could be preserved and sold on, should the ATF wish to do so. Although a vehicle should not be put back on the road, even if this is possible, it could be saved for display or donation to a museum.

Further information is available from the Vehicle Scrappage Team. Tel: 020-7215 5000. Email: scrappage@berr.gsi.gov.uk -- Editor

Thai Flower

Dear John (Oaker),

I have found a 1953 Triumph Mayflower for sale in Thailand where I live. The car does not have its original engine, which has been replaced with a Datsun motor and gearbox. As with many old cars here, this is common practice and the Thais simply throw the old mechanics away and replace with Japanese.

I believe this car still has original drum brakes all round and probably the steering and suspension will be original too. I have not yet been to see the car, as I need to ask you about getting parts for this car.

I believe that the suspension, brakes and steering are the same, or very similar to the TR2/3? I am pretty sure that all the aforesaid, will need a thorough overhaul, as Thais do not maintain old cars very well at all. So, do you think that TR2/3 parts can be used on the Mayflower?

Your answer is fundamental in considering buying this car, which is a very rare car in Thailand; in fact this is the first one I have ever seen here in the 16 odd years I have lived here!

Kind regards, Chris Lock
chrislock55@gmail.com



Letters**Lady May nearly there**

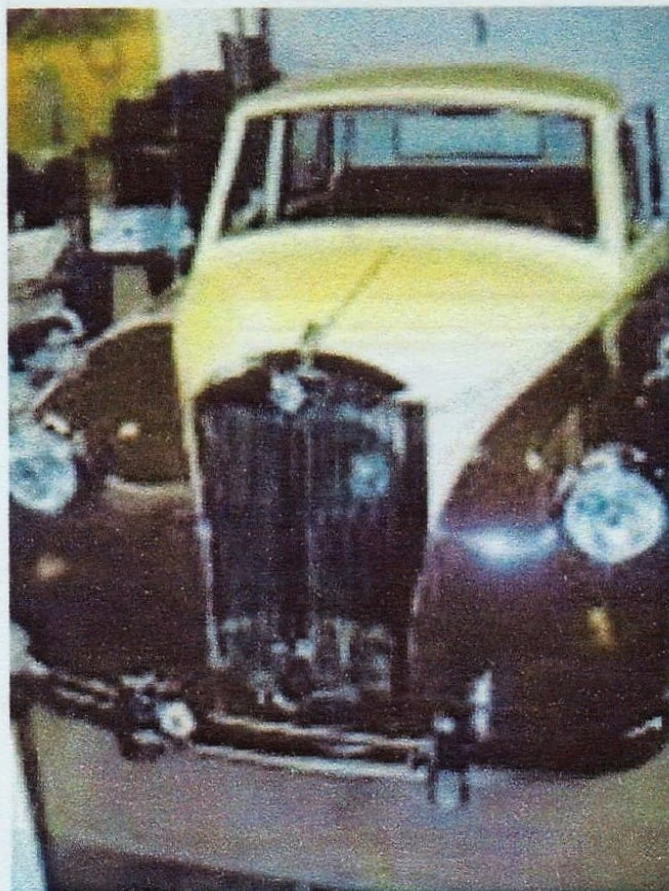
Dear Nico,

Well the Lady May is almost done, it is reborn and has a life of its own now that it is finally fired up today. The little spit 1300 engine sounded real good and the webber downdraft carb worked like a charm.

You can see by the pictures that the spit engine sits down low just like the flat head and appears to the untrained eye a proper fit. Kept the top of the radiator a polished brass. Another detail I added was a polished stainless strip where the sheet metal fold for the joining of the fenders used to be. This came about because one of the sides was so badly rusted away it would take a lot of work to replicate the bump so instead we fixed the existing body metal and used the body tabs to secure in the shiny strip.

The electrics all work well. Have upgraded to flashing signals front and rear without adding any additional tail light housings and changing the front single filament white running light to a yellow beehive twin filament socket and bulb.

By adding these yellow beehive twin filament bulbs to the front of the car below the



Lady May's engine bay

headlamps they act as my running lights and signal indicators. I also used the brake light filament in the rear to double as **both** the brake and flashing signal as well.

The trafficators go up and light up as expected. To do this I inserted a dual wire signal flasher to the left and right of the car. You add a **dual snap** connector to the trafficator wire leads as they exit the steering column, reinsert the trafficator wires and then run a wire lead to each flasher (always keeping left and right separate). Then use a **dual snap** connection and plug in each flasher unit to its own left and right filament up front.

Now from each of these **dual snap** connections split off a wire to the rear left and right brake light filament tail lights (you will have to crawl around under the car to feed these wires to the rear and up into the boot). You must also run one new brake light wire from the brake light switch (inside the engine bay) all the way to the right rear brake light housing as well.

Now **you need four diodes** to keep the electrical current from running back up hill (see you automotive parts person for the right size and remember they only work one way, so do test things out before final connections). Start on the right side and pull out the rear tail light

FLOWER POWER

socket. Unplug the brake light wire that would feed across to the left brake light, connect this wire to the single new wire you ran from the brake light switch.

Now unplug the remaining brake light wire, splice in the first diode and heat shrink over your insert, replug it in to the brake light connector, now grab your new right signal wire from the front flasher unit and splice in the second diode and heat shrink over this splice and plug it into the same right stop light connector. Now to the left tail light. Pull out the light socket and feed out the wires from the housing. Find the snap connector for the stop light filament and unplug the brake light wire that comes from the right side of the car that is connected to the new wire from the brake light switch. Unplug this wire and splice in the third

diode into this stop light wire and heat shrink over this insert.

Take you new left signal wire from the front left flasher unit and insert the fourth diode, heat shrink tubing again and use a **double snap** connector and snap in the signal wire with the stop light wire and the stop light filament. Now your steering column selector will operate the trafficator as well as you will have flashing front and rear signals on the original tail lenses without adding other housings.

When you hit the brakes with the signals activated the tail stop light remains steady but as you release the brake it continues to flash until you cancel it off.

*All the best
Larry Spouler*

Filler tank grommets

Hi all,

I have installed the first of the filler tank grommets on our car and it is great. We used straight connecting hose inside the trunk and one of these need replaced with a connecting hose with a slight kink in it as we have a $\frac{1}{16}$ " gap on the bottom, outside of the car, between the grommet and the filler tube. It is sealed on the inside. Not noticeable and 100 times better than what we had. I have 5 more and they will be on eBay and offered to the club at \$25 plus shipping. They are really neat and no leaks into the boot.

*Regards
Russ Hoenig (1035), USA*

FRONT BUMPER WANTED

**Preferably from USA
or Canada**

Please contact:
Russ Hoenig, 13441 Olean Trail
Summerville, PA 15864, USA
Tel: 1-814-379-3266

2 Mayflowers For Sale

1 nearly fully restored and running tested etc, one in need of complete restoration, but is complete, along with spare engine and gearbox and a range of fixtures and spares. Sale due to bereavement. Looking for a fair price and ideally to sell as one lot. No reasonable offer refused
Cars in South Yorkshire

Contact: Kevin.jebson@talk21.com/07843 084857

Lady May part II

Dear all,

Well we did it. The Lady May premiered at the big car show with over 600 of Britian's finest and what a hit she was. Amazing how many people remember the time they spent in a Mayflower when they were a little one.

This car does have some local history, all be it for a short time frame, it was affordable back then for a cost of about C\$1200.00. Unfortunately she did not do well against the competition.

We all dressed up in 1950s style outfits which all added to a fun-filled show.

The car ran exceptionally well, the little Spitfire engine provided lots of get up and go and we only opened it up to 80 kph for a short span and there is lots of pedal left. The front disc brake conversion works like a charm. They are very responsive and solid.

The installation of the flashers is very comforting but to see the trafficators going up and down is so charming. As I wrote previously this system is very functional.

The two tone colour choice by Linda really complements the cars lines and details. The

new leather interior looks, feels and smells wonderful. We were fortunate and took top car in our Triumph Saloon grouping and look forward to many more outings throughout the summer.

However, one small thing did go wrong, we ran out of gas after the show while we were still in the park. With all the last minute details to take care of I forgot that I only put in two gallons or so using a jerry can in my garage. You see the gas gauge was fried so I installed another one that is not calibrated to the sender unit so it always reads *FULL*.

Linda (not knowing) thought things were fine until the car stopped just as we were about to exit onto a very busy highway. So John this is one more item on my shopping list from you to finish off the car, a used gas gauge from the parts shelf.

Thanks to everyone who has helped us along the way, we greatly appreciate their assistance and advice in getting this car on the road again. It has been a wonderful experience making new friends and working with good buddies like Barrie in making this deadline.

*Many thanks to you all and happy motoring
Linda and Larry Spouler
Vancouver, Canada*



Linda and friends all dressed up in 1950s style

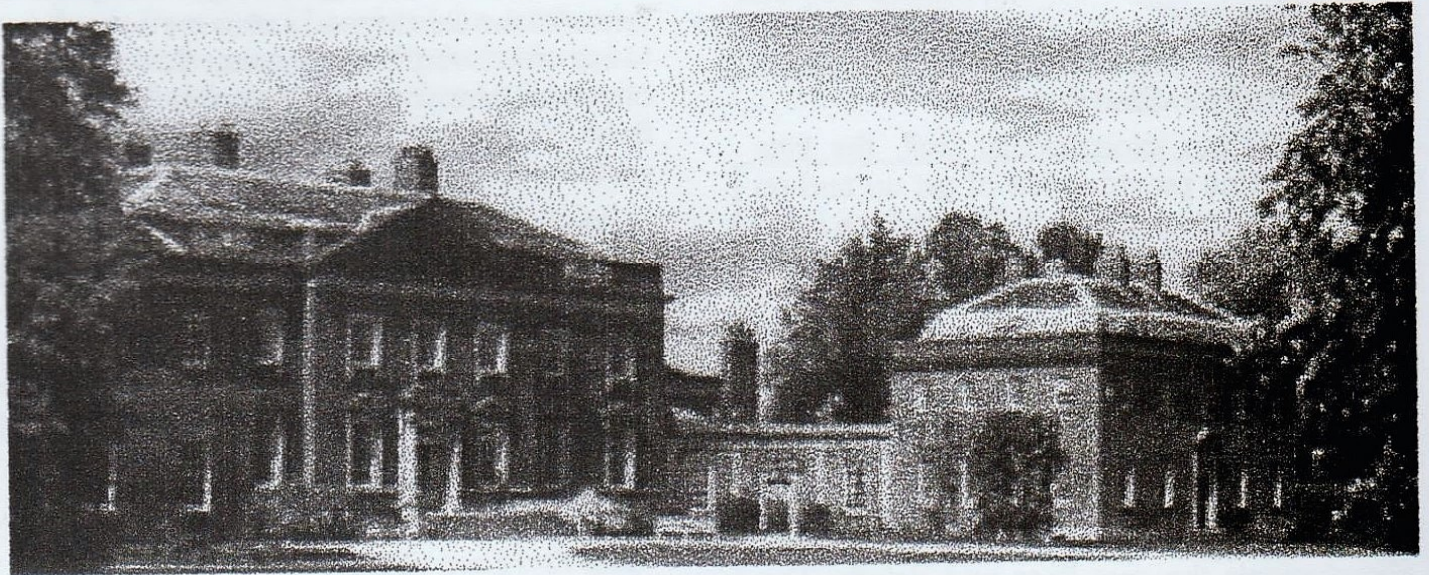
FLOWER POWER



ANNUAL RALLY

SUNDAY JUNE 27th

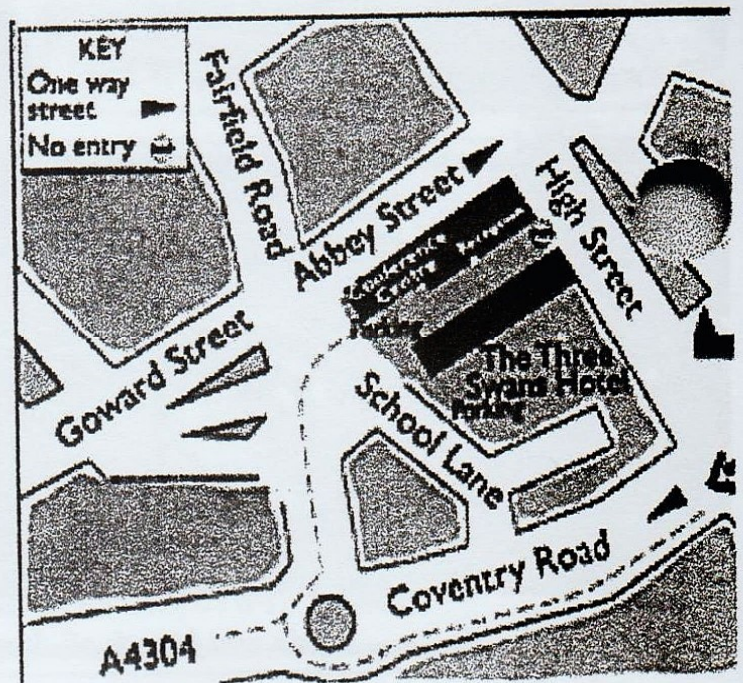
Kelmarsh Hall, near Market Harborough



The rally will be held at Kelmarsh Hall

They have kindly opened their grounds for us on Sunday June 27

The hall may be accessed directly from the A508 which runs south from Market Harborough. Below is the Three Swans Hotel and map for those members staying overnight

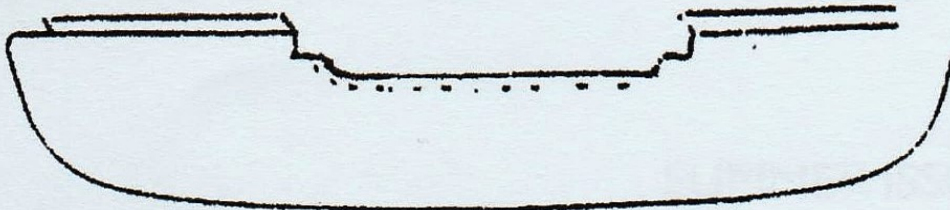


Classic Car Sills

Parts for the Triumph Mayflower



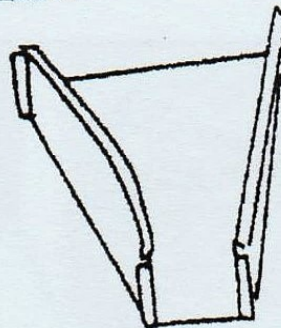
SILL £25.00



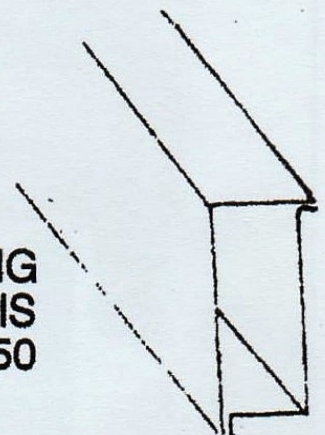
FRONT
APRON £48.00



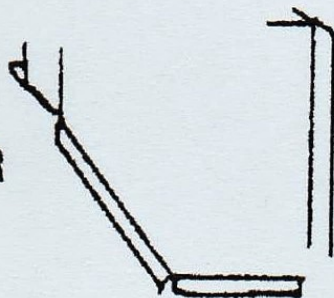
INNER
SILL £7.50



OUTRIGGER
£10.00



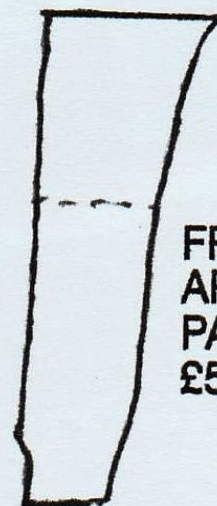
REAR SPRING
CHASSIS
£7.50



OUTRIGGER
£10.00



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£5.00

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE

Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

Classic Star Sills

FRANKLIN COUNTY

1000 WEST TOWN

BILL 128.00

1000 WEST TOWN

FRONT

1000 WEST TOWN