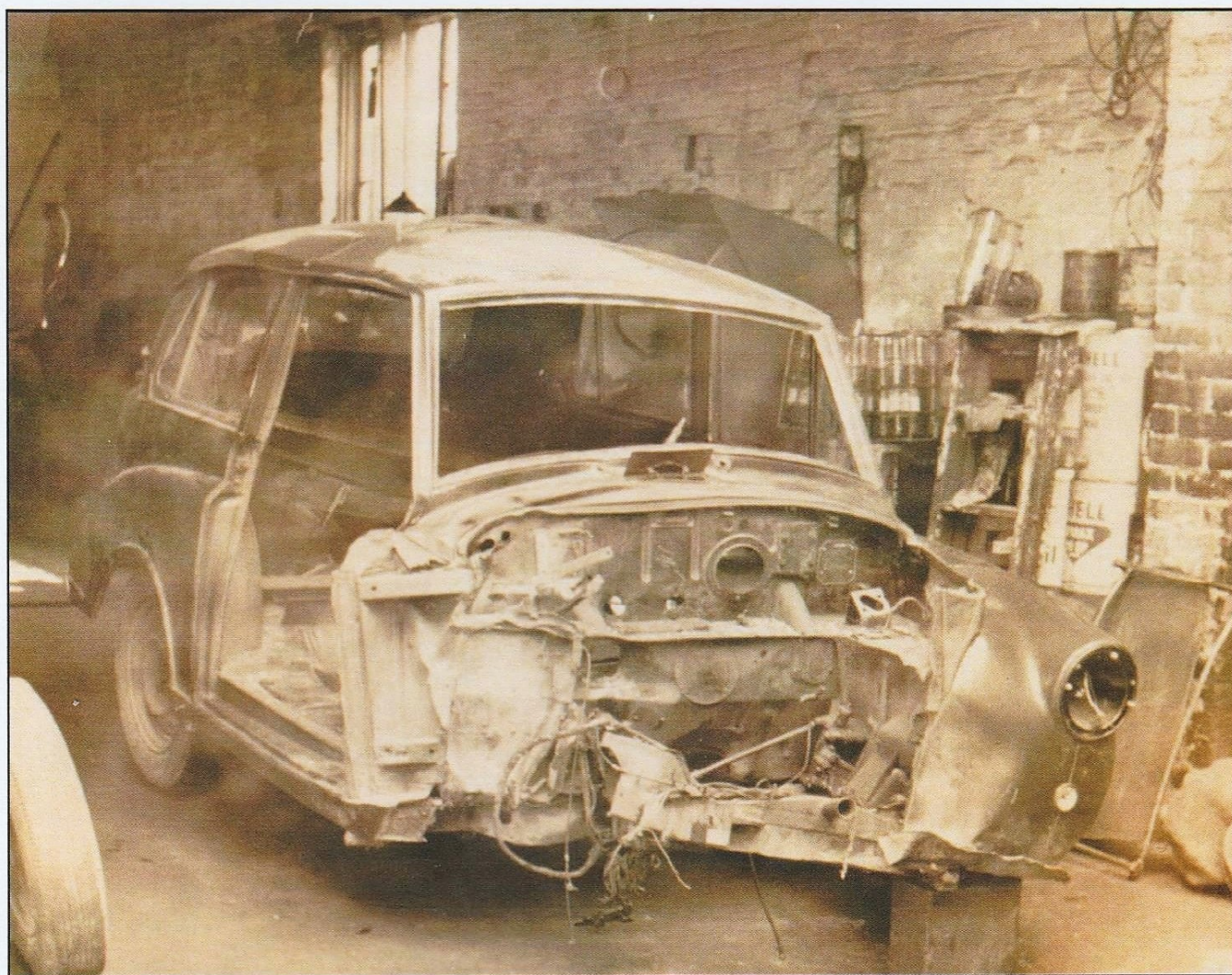


# Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2014 No. 148



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

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*Please note that from 1st October 2012 Brian Redshaw will be taking on the office of  
New Spares Secretary and so will be responsible for all spare parts  
Please check Flower Power or the club's website for any updates with regard to this changeover*

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
RALLY NEWS	Pages 3 and 4
LETTERS	Page 8
ETHANOL IN PETROL	Page 14
ROAD WORTHINESS TESTING	Page 13

*Cover: Picture sent in by Howard Pryor shows a very poorly Triumph Mayflower awaiting repair at an unknown body workshop in the early 1950s!*

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.

This picture was taken at Old Oak Common engine shed in 1963. The engine, 6028 King George VI, was awaiting scrapping, hopefully the car survived



## NEW SPARE PARTS

**SHOULD NOW BE ORDERED THROUGH  
THE NEW SPARES SECRETARY**

Brian Redshaw

8 Albatross Way, Darlington, DL1 1DN

Tel: 01325 262567 - E-mail: [brian21250@yahoo.co.uk](mailto:brian21250@yahoo.co.uk)

# Editorial

Dear club members,

This will probably, and hopefully, be my shortest editorial ever. During the past months I have only received one article, that from Leland Felix. Many thanks Leland!

But clearly, just one article is not enough to fill our magazine. We need more input from your side to be able to fill the magazine.

So please send me anything that could be of interest to our other members. Your stories, interesting websites or other martial are more than welcome!

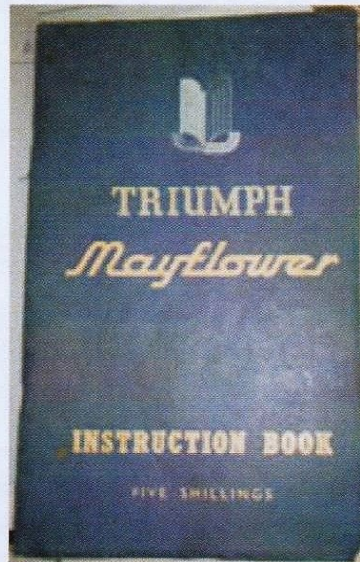
## New Parts List

In this issue of *Flower Power* a list of spare parts is published. As some parts are not always available and prices fluctuate members are asked to contact the Spares Secretary to find out the relevant details.

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are June 1 2014, September 1 and December 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

## Instruction Handbook



Copy of the original Handbook  
Priced at £8.00  
(Part No. TMC 152)

*Available from the Spares Secretary*

## AGM

The AGM was held on March 23 and a full report will be in the next *Flower Power* but you will be pleased to know that the club's subscriptions are to remain unchanged until next year.

## RIPON OLD CARS

*present their*

## 20th CLASSIC CAR GATHERING

*Plus* FAMILY FUN DAY AND AUTOJUMBLE

to be held at

**RIPON RACECOURSE  
ON SUNDAY 27TH JULY 2014**

*All proceeds to numerous Local Charities*

LET'S ALL FOLLOW THE TOUR DE FRANCE WITH THE TOUR DE TRIUMPHE !!

Ripon hosts a wonderful Cathedral with magnificent Fountain Abbey close by  
*Please stay awhile and enjoy its ancient charms!!*

**Entry Passes may be obtained from Peter Benfield at 01609 761260**

# Rally news

**by Chad Brown, Rally Secretary**

WE HAVE DISCUSSED many times about sharing our rally activities so that other members may attend if they wish.

The following is a list of the rallies and tours etc which my Mayflower, "Little Nell", has either been entered or there is every intention of being there.

That is besides, of course, our annual rally on Sunday, July 13 with the Razor Edge Club. I have listed them in date order:

- 1) Bosworth Water Trust, April - September, last Tuesday of every month at 6.00 pm
- 2) Milton Keynes Classic Tour, Sunday, April 27
- 3) Stratford Festival of Motoring, Stratford town centre, May 4/5
- 4) Stoney Stratford Classic Car Show, Sunday, June 8
- 5) Bletsoe Vintage and Classic Vehicle Show, 2.00 pm, Saturday, June 21
- 6) Ripon Classic Car Gathering, Sunday, July 27



**CONTACT SETS**  
£9.00 EACH

*Both available from the Spares Secretary*

- 7) Mary Ann Evans Classic Transport Run, Nuneaton, Sunday, August 3
- 8) Coventry Festival of Motoring, Stoneleigh Park, Sunday, August 24
- 9) Pershore Plum Festival, Monday, August 25
- 10) Whittlebury Country Fair, Saturday, September 6, Lords Felds Farm, NN12 8TD, 12 noon onwards
- 11) Manchester Classic Car Show, Saturday/Sunday, September 20/21.

For further information and entry forms etc please call me or send an e-mail to [esperkymba@yahoo.co.uk](mailto:esperkymba@yahoo.co.uk) and I will give you any further details I have.

## MoT and Exemption Declaration

**Information from the FBHVC**

WHEN A VEHICLE is taxed, if it is subject to an MoT, then an original MoT certificate is still required.

If it is a pre-1960 vehicle, it will be exempt from an MoT.

However, DVLA have indicated that if it is exempt and being taxed for the first time, or a tax renewal is being done (except for online), then there is still a requirement for an MoT exemption form, V112 or V112G to be completed.

**FOR SALE**

**BRAND NEW SET OF QUARTERLIGHT RUBBER MOULDINGS**

Unused, new full set of Quarterlight Window Rubbers, never fitted

**\$325 (US dollars) or £205**

**Contact Gloria Young (USA)**  
**[Gg4short@aol.com](mailto:Gg4short@aol.com)**

# The Annual Rally - this year with a Mayflower?

**by Chad Brown, Rally Secretary**

I AM VERY pleased to be able to confirm for you that the venue for our Triumph Mayflower annual rally this year is again to be combined with members of the Triumph Razoredge Owners Club.

I think in my short experience with our club that this venue is a first, an exciting new location with something for everyone, I hope. May I remind you of the date, Sunday, July 13 at the Royal Air Force Museum, Cosford Shifnal, Shropshire.

For those of you, like me, who have a concealed cigar lighter below the parcel shelf, the post code for your sat-nav is TF11 8UP.

The arrival time is 9.30 am and departure at 5.00 pm, loaded with your trophies and souvenirs and raffle winnings!

There will be a small charge of £3.50 for all day parking but the museum is free and it opens at 10.00 am. If for any reason security is heightened during our visit we could be asked to remove the vehicles to another area.

## Refreshments provided

I understand that the arrangements made by our host club, the Triumph Razoredge Owners Club, there will be some refreshments provided during the day which will be covered by our joint clubs.

Which brings me to the point of encouraging you all, together with children and partners, to make a special effort in supporting your club on the day.

I believe that there is real interest for everyone at this museum with a visitor centre and refreshments available at the museum and exhibits of war planes, test flight, a section on the cold war and many other things to be seen that will provide a family day out and entertainment for the children.

It is surely a venue that will not have been previously on your summer visiting agenda so give it a try!

Now as is customary with the Triumph Razoredge Club there is the opportunity to get together with fellow enthusiasts of the marque on the Saturday evening prior to the event at the Park House Hotel in Shifnal and a dinner will be arranged to celebrate the event.

Many of our host club members will be staying for two nights to make a complete weekend away but yours truly will be present for the Saturday night only.

It seems that our friends in the TROC have stayed at this venue before so maybe it's not a first for them at Cosford but it certainly is for me despite one time running a Children's Home not very far away before Telford Newtown was built.

## Little Nell

Incidentally since my Mayflower is named Little Nell after the Charles Dickens character who died at the village of Tong in Shropshire I had better get my navigation right and steer clear of Tong Church.

For those familiar with this Dickens story you may find it of interest to visit the grave of this entirely fictitious character put there by the minister of the Church after so many enquiries by visiting Americans to see the grave of Little Nell.

Who knows maybe the same thing will happen with an *Eastenders* deceased or perhaps a *Coronation Street* actor!

Enough said now it's up to you to show up in force and compliment the many big brother magnificent Triumph Renowns and 1800s that will be present.

Another useless bit of nostalgia I have is that in the three years that I ran the Shrophire Reception Children's Home at Wellington my car was a lovely black Triumph Renown!

Hope to see as many of you as possible at this big event.

## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>ENGINE</b>				
Pistons, standard size . . . . .	4	101215		
Pistons, set of 4 (*1) . . . . .	1	101215		
Piston Ring Set, 3-ring piston (*2) . . . . .	1		Cords 30	
Piston Ring Set, 4-ring piston (*3) . . . . .	1		Cords 30R	
Main Bearing Set (*4) . . . . .	1	100325/6	Vandervell VP431	
Big End (Con Rod) Bearing Set (*4a) . . . . .	1	100461	Vandervell VP430	
Thrust Washer Set . . . . .	1	100327		
Timing Chain . . . . .	1	44101		
Timing Chain Wheel . . . . .	1	35960		
Timing Chain Tensioner . . . . .	1	42425		
Timing Chain Oil Seal . . . . .	1	100499	Payen NA329	
Timing Chain Locking Plate . . . . .	1	36411		
Timing Chain Cover . . . . .	1	200101		
Starter Ring Gear, flywheel (*5) . . . . .	1	201350		
Locking Plate, flywheel . . . . .	2	102076		
Core Plug, rear of engine . . . . .	1	58845		
Core Plug . . . . .	4	102970		
Spiral Gear . . . . .	1	102337		
Inlet Valve . . . . .	4	100363		
Exhaust Valve . . . . .	4	100364		
Valve Guide . . . . .	8	100862		
Valve Spring . . . . .	8	47757	Terry/Aero VS295	
Front Engine Mounting, pair (*6) . . . . .	1	200662/3	TMC6	
Crankshaft Chain Wheel . . . . .	1	100431		
Oil Deflector, crankshaft . . . . .	1	100447		
Head Gasket . . . . .	1	200175		
Cylinder Head Stud . . . . .	16			
Cylinder Head Nut . . . . .	16	NR3109		
Cylinder Head Washer . . . . .	16	WP0009		
Gasket, engine rear plate . . . . .	1	200097		
Gasket, engine front plate . . . . .	1	200091		
Gasket, timing cover . . . . .	1	200102		
Gasket, sump . . . . .	1	200623		
Gasket, tappet cover . . . . .	1	43669		
Gudgeon Pin Bush . . . . .	4	100798		
Anchor Plate, tensioner, timing cover . . . . .	1	43752		
Anchor Pin, tensioner, timing cover . . . . .	1	33214		
Bush, crankshaft . . . . .	1	47246		
Valve Nut, tappet cover . . . . .	1	60899		
Starter Jaw . . . . .	1	100348		
Oil Pressure Adjusting Plug . . . . .	1	102182		
Oil Retaining Cover . . . . .	1	100353		
Flexible Oil Pipe . . . . .	1	101050		

### **Tools for Hire**

Cylinder Head Removing Tool (fits in sparking plug holes), includes £10.00 deposit . . . . .

## **BRAKES**

### **Master Cylinder:**

Master Cylinder Assembly (*17) . . . . .	1	300868	Lockheed 31232	
Washer . . . . .	1	59268		
Master Cylinder Repair Kit . . . . .	1	500900		
Valve Cups . . . . .	1	59269	Lockheed 108128	
Filler Cap . . . . .	1	59278	Lockheed 89833	
Valve Body . . . . .	1	59267	Lockheed 2379	

## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>BRAKES <i>continued</i></b>				
<b>Front Brakes (TT1-TT14829):</b>				
Wheel Cylinder Assembly, left and right hand	4	103278	Lockheed 30284	
Cup for Cylinder	4	59253	Lockheed 586	
Flexihose, left and right hand (*19)	2		LockheedKL101406L	
Cup Filler	4	102735		
<b>Front Brakes (TT14830):</b>				
Wheel Cylinder Assembly, right hand	2	201098		
Wheel Cylinder Assembly, left hand	2	201099		
Repair Kit, cylinder	4		Lockheed KL71496	
Bleeder Screw	2	102001	Lockheed 28696	
Flexihose	2	103840	LockheedKL101203L	
<b>Rear Brakes:</b>				
Wheel Cyl. Assembly, left and right hand (*21)	2	200914		
Repair Kit, with boot	2		Lockheed KL71469	
Repair Kit, no boot	2		Lockheed KL71506	
Tension Spring	2	101826	Lockheed 25553	
Flexihose, frame to 3-way on axle	1			
Rubber Boot, for wheel cylinder	2		TMC222	
<b>General:</b>				
Brake Shoes, pair — 1 wheel	4	101824		Tel: 01626 891645
Pull-off Spring	8	101825	Lockheed 21814	
Pull-off Spring, lever to link	1	43929		
Wheel Cylinder Micram Adjuster Mask	6	59241	Lockheed 25253	
Rear Wheel Cylinder Piston	2	59262		
Banjo Union	1	59283		
Bolt for Banjo Union	1	59293		
Pull-off Spring	2	27645		
Oilite Bush, for brake and clutch pedals	2	100954		
Fork Ends, rear cable	1	101247		
Brake Drum	4	200191		
Hand Brake Cable, front section (RHD)	1	101249		
Hand Brake Cable, front section (LHD)	1	200422		
Hand Brake Cable, rear section	1	200324		
Pin for Jaw, cable to compensator	1	PJ8708		
<b>COOLING SYSTEM</b>				
Water Pump Bearing for spindle, pair	1	100764		
Water Pump Grease Seal for bearing	1	60313	Payen NB020	
Water Pump Main Seal for impellor	1	100858	Payen NB020	
Water Pump Gasket, housing to body	1	100847		
Water Pump Plug (no heater)	1	57216		
Water Pump Adaptor (when heater fitted)	1	101343		
Water Pump (body only)	1	200198		
Water Pump Gasket, pump to cylinder head	1	100820		
Water Pump Circlip	1	500047		
Water Pump Circlip	1	100851		
Water Pump Distance Piece	1	100760		
Water Pump Impellor	1	101400		
Water Elbow Gasket, thermostat housing	1	57103	Unipart GTG103	
Fan Pulley	1	200385		
Fan	1	200826		
Fan Belt	1	200203		



## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>COOLING SYSTEM <i>continued</i></b>				
Thermostat Gasket, thermostat housing to head . . . . .	1	101657		
Water Pump Bearing Housing . . . . .	1	200199		
Radiator Filler Cap . . . . .	1	422222		
By-Pass Hose . . . . .	1	101656		
Draining Tap . . . . .	1	61478		
Top Hose . . . . .	1	101466		
Bottom Hose (to be cut to length) . . . . .	1			
Thermostat . . . . .	1	100876		
Reconditioned Water Pump (exchange unit) . . . . .	1			
<b>BODY</b>				
Door Lock Assembly L/H, from TT15068 . . . . .	1	601070		
Door Lock Assembly R/H, from TT15068 . . . . .	1	601071		
Boot Handle, non-locking (*31) . . . . .	1	600627		
Boot Handle, locking (*31) . . . . .	1	600632		
Boot Skin . . . . .	1	900077		
Striker Plate R/H Door, from TT15068 . . . . .	1	601022		
Striker Plate L/H Door, from TT15068 . . . . .	1	601021		
Bonnet . . . . .	1	900147		
Bonnet Support Channel . . . . .	1	700193		
Door Handle, non-locking, up to TT15067 . . . . .	1	600626		
Door Handle, locking, up to TT15067 . . . . .	1	600631		
Mayflower Door Badge . . . . .	2	600661		
Bonnet Handle . . . . .	1	700120		
Boot Hinge, righthand . . . . .	1	600689		
Escutcheon, boot handle . . . . .	2	600635		
Radiator Grille, nearside only . . . . .	1	800149		
Wheel Embellishers, set . . . . .	1			
Front Wing, inner left hand . . . . .	1	900017		
Cant Rail Assembly, left hand . . . . .	1	800170		
Budget Lock, boot . . . . .	2	600545		
Petrol Filler Cap . . . . .	1	600479		
Front Bumper Bracket, outer . . . . .	2	600352		
Front Bumper Bracket, inner . . . . .	2	600353		
Globe Badge . . . . .	1-5	101042	(5 for £64.00)	
Hub Caps (with centre hole) . . . . .	4	500453		
Hub Caps (Plain) . . . . .	4	500453		
Rear Number Plate Lamp . . . . .	1		TMC40	
Trafficator Arm Chrome Cover . . . . .	2		TMC42	
Grommet, for capillary . . . . .	1	600395		
Grommet . . . . .	1	61917		
Front Bumper Bolt . . . . .	2			
Rear Bumper Bolt . . . . .	2			
<b>AIR CLEANER</b>				
Grommet, mounting . . . . .	1	101784		
<b>HEATER</b>				
Heater Blower Unit . . . . .	1	700381		
Return Pipe . . . . .	1	101341		
Hose Elbow . . . . .	2	600981		
<b>PETROL TANK</b>				
Drain Plug, from TT8959 . . . . .	1	103222		

*Letters*

## Arkansas photo shoot

Dear fellow Mayflower owners

Greetings from Arkansas USA. Each year the Arkansas Photographers Association has a photo shoot and this year the photo shoot was intended to highlight the roaring 20s in the USA.

Out of ten old autos "Flower" seemed to be the number one used by all photo buffs. I hope to include a picture of the model used in the shoot, and I now have a true picture of "Flower".

As a side note we have now added a big brother to "Flower". A 1953 Triumph Renown has now joined our collection of Triumphs and I understand that the Mayflower and the Renown share in a number of spares so I may be calling on Brian Redshaw for some help! At least I know the wing window rubbers will interchange.

*Regards to all  
Leland Felix  
Arkansas, USA*

## A MESSAGE FROM A LONG STANDING MEMBER

I have been involved in the production of *Flower Power* for nearly 30 years!!

During that time there have been "ups and downs" in the content sent in by members of the club but this magazine tops it all. Apart from Leland's letter there has been no other input from a membership of around 120. Very sad.

The page opposite illustrates what the future of **YOUR** club magazine is heading for!!

I know that is *not* what you all want so please get involved. Send in an article on **YOUR** restoration; **YOUR** local rally; **YOUR** visit to another rally etc

*Please help, John Gogay*



*This area could  
have been filled  
with an article  
from you!*

## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>ELECTRICAL/DISTRIBUTOR</b>				
Contact Set .....	1	57570	Park PB101	
Rotor Arm .....	1	57469	Park PB32	
Condenser and Base Plate .....	1	58308		
Sparking Plug .....	4			
Distributor Cap .....	1	57467		
Distributor Bearing/Bush, top .....	1	59773	Lucas 404374	
Distributor Driving Cotter .....	1	100874		
Distributor Driving Shaft Retaining Clip .....	1	101619		
Distributor Carbon and Spring .....	1		Lucas 404435	
Starter Main Spring .....	1	70057	Lucas 250404	
Starter Pinion Barrel .....	1	500892	Lucas 250698	
Starter Brush Spring set .....	1		Lucas 251109	
Earth Strap, engine to body .....	1	60519		
Cable, switch to starter motor .....	1	500421		
Starter Cable, up to TT11967 .....	1	400024/3		
Headlamp Unit, with reflector & glass, L/H drive .....	2			
Side Lamp .....	2	61834		
Side Lamp Rim and Glass .....	2	70339		
Side Lamp Glass .....	2	70340		
Dynamo Bracket .....	1	100809		
Dynamo Pulley .....	1	102286		
Dynamo Brush set .....	1	59743		
Tail Light Rim .....	2	500495		
Tail Light Glass .....	2	500496		
Tail Light Seating Rubber .....	2	500497		
Roof Lamp Glass .....	1	600502		
Roof Lamp, complete .....	1	600500		
Trafficator .....	2	58029		

## INTERIOR

Pull-off Spring, pedals: brake/clutch .....	2	27645		
Door Handle .....	2	600831		
Window Handle .....	2	600824		
Wiper Switch, dash .....	1	58036		
Oil Pressure Gauge, TT2177 onwards .....	1	101680		
Petrol Gauge, TT2177 onwards .....	1	102723		
3-in-1 Panel Assembly, oil, water, petrol gauges, TT2177 onwards .....	1	102965		
3-in-1 Panel, without gauges, TT2177 onwards .....	1			
Accelerator Pedal Spring .....	1	44664		
Accelerator Pedal Assembly .....	1	101414		
Grommet, heater/starter/handbrake cable etc .....		61917		
Temperature Gauge repair service (exchange unit) ...	1		+ cost of parts used	
Ignition/Light Switch Knob (in black only) .....	1	104297		
Choke/Starter Knob .....	2			
Wiper/Panel Light Knob .....	2			
Heater Knob .....	1			
Grommet, oil pipe, water temp pipe .....	1	600395		
Speedometer .....	1			

## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>FRONT SUSPENSION &amp; STEERING</b>				
Track Rod, outer pair . . . . .	1	102692		
Bottom Trunnion Sub-assembly . . . . .	2	101557		
Trunnion Grease Nipple . . . . .	2	56934		
Track Rod Ends, pair . . . . .	1	100914		
Upper Wishbone Ball Joint . . . . .	2	200772		
Rubber Washer, for coil spring . . . . .	4	100751		
Rubber Bush, wishbone . . . . .	16	102228		
Grease Seal, outer shackle pin, lower wishbone . . . . .	8	101540		
Thrust Washer, trunnion . . . . .	8	101533		
Lock Washer, trunnion . . . . .	4	101591		
Grease Seal, hub, felt . . . . .	2	100867	Payen KG166	
Front Hub Assembly . . . . .	2	102696		
Shock Absorber . . . . .	2	106151	Armstrong 62-2080	
Oil Seal, idler arm . . . . .	1	58615		
Steering Drop Arm . . . . .	1	200649		
Trunnion and Link Oil Seal . . . . .	2	58224		
Wheel Nut . . . . .	8	100870		
Wheel Stud . . . . .	8	100869		
Brake Drum . . . . .	2	200191		
Shock Absorber Eye Bush . . . . .	4	102987		
Steering Box Retaining Disc . . . . .	1	500274		
Front Hub Bearing Kit, inner & Outer plus seal . . . . .	2		TMC158	
Inner Fulcrum Assembly . . . . .	2	100689		
Tie Rod Lever, righthand . . . . .	1	200131		
Tie Rod Lever, lefthand . . . . .	1	200132		
Tab Washer, tie rod . . . . .	2	100548		
Tab Washer, inner fulcrum assembly . . . . .	8	100686		
Shock Absorber Bracket, rear portion . . . . .	2	101950		
Hub Assembly . . . . .	2	109975		
Lower Wishbone . . . . .	2	200456		
Lower Spring Pan Assembly . . . . .	2	200193		
Bracket, lower wishbone . . . . .	4	100684		
'D' Washer, front hub . . . . .	2	102690		
Steering Box Plug . . . . .	1	500280		
Steering Unit Ball Cup . . . . .	1	500289		
Stub Axle . . . . .	2	100866		
Steel Bush, lower wishbone . . . . .	4	110695		
Nut Plate Assembly, lower wishbone . . . . .	8	100688		
Top Wishbone Assembly, front RH/rear LH . . . . .	2	100695		
Top Wishbone Assembly, front LH/rear RH . . . . .	2	100696		
Tab Washer, for drop arm, steering unit . . . . .	1	100821		
Tab Washer . . . . .	2	101229		
Bottom Trunnion Stop Lock . . . . .	2	101407		
Lower Fulcrum Pin . . . . .	2	101952		
Fulcrum Pin Assembly . . . . .	2	101953		
Bronze Bush, trunnion . . . . .	4	101615		
Hub Grease Cover . . . . .	2	102689		
Set Screw . . . . .	4	V5435		
Front Suspension Repair Kit . . . . .	2			
Cork Washer . . . . .	1	500273		
Idler Bracket . . . . .	1	102201		
Idler Lever . . . . .	1	103388		

FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>REAR SUSPENSION &amp; AXLE</b>				
Bearing, diff front pinion .....	1	100422	Timken 15100/245	11.00
Bearing, diff rear pinion .....	1	100897	Timken 3188S/3120	11.00
Bearing, diff casing front and rear .....	2	100899	Timken 16160/283	11.00
Flange, on pinion .....	1	100337		6.00
Oil Seal, pinion housing .....	1	100898	Payen NA328	5.50
Oil Seal, rear hub .....	2	103811	Payen	5.00
Gasket, diff cover plate .....	1	101359		1.00
Drain Plug, diff housing .....	1	57216		1.00
Axle Shaft, lefthand and righthand .....	2	200196		25.00
Bearing Housing .....	2	200194		6.00
Bearing, rear hub .....	2	500031		11.00
Shock Absorber .....	2	106152	Boge 27-550-0	38.00
Rear Shackle Rubber Bush .....	8	101280	QH Y145	1.50
Tapper Collar, hub .....	2	101882		6.50
Sleeve Yoke, propellor .....	1	500264		29.00
Plug, diff cover .....	1	62058		1.00
Shim 0.003 on pinion .....		100562		0.25
Shim 0.005 on pinion .....		100563		0.25
Shim 0.010 on pinion .....		100564		0.25
Bearing Spacer on pinion .....	1	100846		1.50
Tab Washer, axle .....	2	100880		0.25
Tab Washer, axle .....	2	100881		0.25
Shim 0.003 on pinion .....		100965		0.25
Shim 0.005 on pinion .....		100966		0.25
Pin, front end rear spring .....	2	101055		2.70
Rear Shackle Assembly .....	2	101276		11.00
Tab Washer, axle .....	2	101883		0.60
Differential Gear .....	1	102800		34.00
Set Screw .....	4	V5435		0.50

**GEAR CHANGE**

Fork Ends, up to TT26455 .....	2	57191		
Spring, control shaft assembly, top location .....	1	58780		
Gear Change Lever, up to TT8926 .....	1	100290		
Swivel Pin, up to TT26455 .....	2	100593		
Gear Selector Clamp .....	1	101369		
Cross Shaft Assembly, 2nd and top .....	1	101843		
Gear Change Cap and Sleeve to TT8926 .....	1	100301		
Gear Change Cap and Sleeve from TT8927 .....	1	103202		
Operating Rod, 1st and reverse, from TT26456 .....	1	105551		
Operating Rod, 2nd and top, from TT26456 .....	1	105552		

**FUEL PUMP**

Fuel Pump, complete Type YD (*8) .....	1	200141	AC 7950196	38.00
Repair Kit, Type Y (*9) .....	1		AC BD3	—
Repair Kit, Type YD (*11) .....	1		AC BD4	9.00
Diaphragm .....	1	500292		4.80
Link .....	1	500293		0.35
Diaphragm Spring .....	1	52491		0.50
Rocker Arm .....	1	52493		0.60
Gasket, to engine .....	1	100529		0.40
Filter .....	1	52469		1.40
Gasket Filter Screw .....	1	52472		0.25
Valve Spring Retainer .....	1	57358		0.25
Rocker Pin Clip .....	1	52484		0.25
Valve Plate .....	1	57353		0.30

# Roadworthiness Testing; moving forward

## Article from the Federation of British Historic Vehicle Clubs Newsletter

AS PREDICTED IN the previous Newsletter, the EU institutions have reached agreement on the final form of the Roadworthiness Testing legislation. This agreement was finalised on 18 December 2013, though at the time of writing we do not have a final text to hand. No doubt it will be published very shortly and we will then study it and do our best to explain it fully to you all.

We may expect formal adoption this April and the UK will then have a total of 48 months (until April 2018) to incorporate it into our laws. That does not of course mean that it will take them that long, but it sets out the longest possible timetable.

But we do know some very important things. Firstly the legislation will be in the form of a Directive. This means that the UK, and of course all other states, will be able to incorporate its requirements into their laws in the way which best suits their existing legislation, institutions, procedures and processes.

### Terms of definition

The other thing we know is the terms of the definition of a 'vehicle of historic interest'. We understand the definition to be 'any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

- \* it was manufactured or registered for the first time at least 30 years ago;
- \* its specific type, as defined in national or EU law, is no longer in production;
- \* it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

It is those vehicles EU governments will not have to test. It is in fact up to these Governments whether they do indeed exempt these vehicles from testing. Our own Department for Transport (DfT) is at pains to point out that the exemption is a right they have, not a duty they must comply with.

Indeed there is clearly a body of opinion in DfT that there might be a need for even vehicles of historic interest to have some sort of periodic safety test if they are to use the public highway.

It is no secret that the Federation would have preferred the definition to have been simply age related. We argued our case, and lost. Some other countries had genuine reasons why that would simply not have been acceptable. Now, we could go on arguing for ever about which of the various wordings which have been suggested would have been best. But we are where we are.

The key phrase in the definition of a vehicle of historic interest which DfT will have to decide how they interpret is the third one: 'it is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'.

The task ahead now is to work with DfT with a view to their applying this definition in the most favourable way. DfT are keen to have our input, though we must recognise that there may be others who are equally entitled to put their opinions forward about how our vehicles are dealt with.

It is already clear that in setting out their own rules, DfT will probably want safety to be a factor in how exemptions will be achieved, and this will inevitably involve some complexity, not least because safety can be a subjective matter. DfT don't have any preconceptions about how this could be achieved, and will be considering everything from self-certification onwards. They do actively want to achieve the most cost-effective outcome for everyone, including the owners of historic vehicles.

All that said, it seems inevitable that there will indeed be some historic vehicles which simply cannot be exempted, and the aim of the Federation will be to ensure that as testing becomes more modern and automated, it still remains possible to test those vehicles.

There has been some comment that the choice of a Directive means the MoT can stay as it is. This might be a premature view.

It is in the nature of the technical, as distinct from the drafting, aspects of the Directive that they will be the least capable of being massaged to fit existing rules while still meeting the requirement of the Directive. The Annexes in earlier drafts were definitely aimed primarily at the current vehicle population, and could have required significant adaptation to allow for 'manual' testing of old and specialist vehicles.

We have not seen the final form of the technical Annexes to the text agreed, so we do not know how prescriptive they might be, or indeed whether they were amended at all in these final discussions.

We will have to see how DfT wishes to deal with the Annexes, and there might need to be extensive discussion with them to ensure that, as far as possible, none of this results in vehicles being unable to use the roads.

We will be continuing to push for the interests of our members to be fully accounted for as the UK adoption of the Directive proceeds. We will keep you posted as to progress, and may indeed find ourselves consulting with you all as we progress and any issues appear. If we do I hope we can rely on you all to help us by getting as many and as complete answers to our questions as possible.

## NUMBER PLATE LIGHT



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From the Spares Secretary

## Ethanol in petrol

**Another article from the FBHVC newsletter**

QUERIES HAVE arisen in the last few months about high octane unleaded petrol (Super Premium) sold in the UK, and whether or not this blend should contain ethanol, as it is supposed to be the so-called 'Protection Grade'.

There may be some uncertainty about this issue, so a few words of explanation might be useful. Protection Grade will be limited to 5 per cent ethanol when petrol of 10 per cent ethanol content is introduced into the market.

This has not apparently happened yet, although the legal framework is in place, and it can be legally sold but must be labelled appropriately. The higher octane Super Premium fuels are blended to achieve the high octane quality without addition of ethanol.

However, they leave the refinery in that condition and move on to distribution centres

where ethanol may or may not be added. This highlights the problem of predicting which Super Premium blends will contain ethanol and which will not. There was a time when Shell V-Power petrol was definitely ethanol free, but this changed some years ago now, and it is known that ethanol has been blended into Super Premium blends (Shell and Esso, and possibly BP) in some locations.

Provided the ethanol content does not rise above 5 per cent, where a label would be required, there is no breach of law or government intention in respect of Protection Grade. When petrol containing ethanol at 10 per cent volume does reach the market, it must by law carry the label 'E10' and a warning that it might not be suitable for all cars, and the advice to consult the manufacturer. We recognise that the latter advice might be a bit tricky for the owners of some historic vehicles.



## FLOWER POWER

DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>GEARBOX</b>				
Mainshaft .....	1	200355		
Constant Pinion Assembly, to TT25115 .....	1	100454		
Constant Pinion Assembly, TT25116 onwards .....	1	104728		
Countershaft .....	1	55699		
Synchronising Sleeve, top/2nd, to TT24065 .....	1	55694		
Reverse Spindle .....	1	55713		
Retaining Screw .....	1	55715		
Constant Pinion Bush .....	1	55911		
Selector Fork, top and 2nd .....	1	55953		
Selector Bush .....	2	55978		
Interlock Dowel .....	1	55981		
Selector Fork, 1st and reverse .....	1	58198		
Bearing, constant pinion .....	1	58391		
Selector Rod .....	1	58950		
Bush for selector rod .....	1	58951		
Reverse Gear on mainshaft, to TT24065 .....	1	59047		
Spring Ring .....	1	59054		
Coupling Lever to selector .....	2	59319		
Washer for mainshaft .....	1	59443		
Countershaft Gear .....	1	59450		
Gear Assembly, 2nd speed mainshaft TT24066 on ....	1	104727		
Distance Piece, 2nd and constant .....	1	59456		
Screwed End, speedo driven gear .....	1	60246		
Speedo Driven Gear and Bearing Assembly .....	1	60259		
1st Speed Gear on mainshaft, to TT24065 .....	1	60247		
Synchronising Sleeve, top/2nd from TT24066 .....	1	62064		
1st Speed Gear on mainshaft, from TT24066 .....	1	62067		
Constant Gear, countershaft, from TT24066 .....	1	62069		
Bush, 2nd gear .....	1	101585		
Washer, 2nd gear .....	1	101586		
Selector Assembly, top and 2nd .....	1	102016		
Selector Assembly, 1st and reverse .....	1	102017		
Interlock Spigot Assembly .....	1	102073		
2nd Speed Gear, from TT24066 .....	1	201317		
Drain Plug, casing .....	1	57216		
Oil Seal, front .....	1	60215	Payen NA299	
Gasket, front end cover .....	1	59537		
Gasket, top cover .....	1	55791		
Gasket, extension .....	1	55778		
Speedo Drive Oil Seal .....	1	60247	Payen NA033	
Spring .....	1	37502		

### EXHAUST

Manifold Gasket .....	1	103978	Payen M3278	
Exhaust Gasket .....	1	32301	Payen 34F7	
Front Silencer Clip .....	1	100993		

### ODDS

Speedometer Cable .....	1	400085		
Wiper Blade (each) .....	2	58304		
Rubber Peg, for wiper blade .....	2			
Key (*30) .....				
Speedo Trip Cable .....	1	CD26074		
Steering inner column and cam .....	1	500272		

# FLOWER POWER

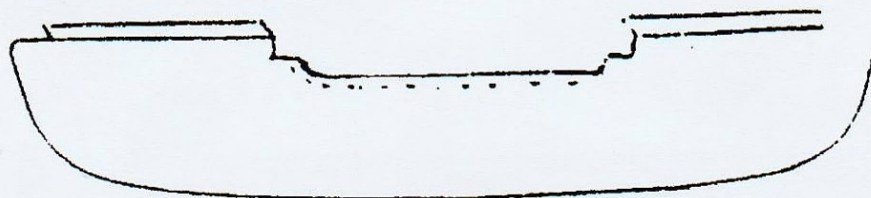
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>CARBURETTOR</b>				
Carburettor, complete (*13)	1	201209		
Bolt, for banjo union	1	57513	Solex 4122	
Butterfly, throttle	1	57505	Solex 51270	
Spindle, throttle	1	57504	Solex 50460	
Needle Valve	1	57511	Solex 51305/7/1.5	
Float, 26 grams	1	57524	Solex 50772/3/26g	
Jet, main, size 105	1	57519	Solex 50552/6/105	
Jet, air correction, size 220	1	59716	Solex 57612/220	
Jet, pilot, auxiliary, size 45	1	57428	Solex 50797/4/45	
Jet, starter, size 135	1	57434	Solex 50676/2/135	
Screw, volume control	1	57412		
Bolt, main jet carrier	1	57430		
Gauze	1	57514		
Bleed, main jet correction (155)	1	59718		
Throttle Lever	1	101888		
Gasket set	1			
<b>WINDOW RUBBERS</b>				
Windscreen Surround	1	900087	Length approx 11ft	
Rear Window Surround	1	900081/ 800262	Length approx 8ft	
Doorway Surround	2	700242/3	Length approx 10ft	
Rear Side Window	2	800099/ 800100	Length approx 8.5ft	
<b>CAR BADGE <i>available from Regalia Secretary</i></b>				
Triumph Mayflower Club Car Badge			TMC156	
<b>CLUTCH</b>				
Cover Assembly	1	500257	Borg&Beck45686/28	
Driven Plate (exchange unit)	1	500436	Borg&Beck HB1313	
Thrust Release Bearing	1	501009	Autonational 146892	
Clutch Operating Fork	1	56963		
Bolt, operating shaft to gearbox	1	102805		
Intermediate Lever	1	102359		
Joint Pin, lever to links	1	57084		
Bush, clutch shaft	1	36997		
Anti-rattle Spring	1	38777		
Spring, clutch shaft	1	40488		
Bracket, clutch housing	1	50271		
Clutch and Brake Pedal Shaft	1	100369		
Clutch Housing Bracket, lefthand steering	1	102423		
Dowel, clutch to flywheel	2	100984		
Link Rod Assembly, clutch/brake pedal	1	102356		
<b>BOOKS</b>				
Original Instruction Handbook (when available)			TMC150	
Original Workshop Manual (when available)			TMC151	
<i>Copies</i>				
Instruction Handbook			TMC152	
Spare Parts Catalogue (lists all parts with illustrations)			TMC153	
Loose-leaf Workshop Manual			TMC154	
Body Repair Supplement, fits in with the workshop manual binder			TMC155	
New Spare Parts Price List			TMC166	

# Classic Car Sills

Parts for the Triumph Mayflower



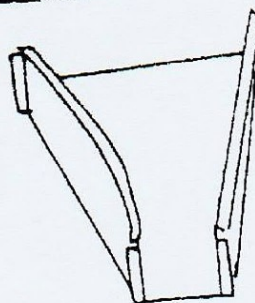
SILL £25.00



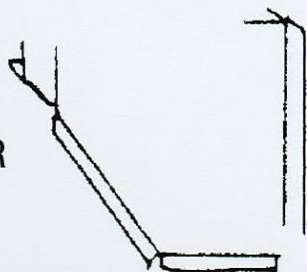
FRONT  
APRON £48.00



INNER  
SILL £7.50

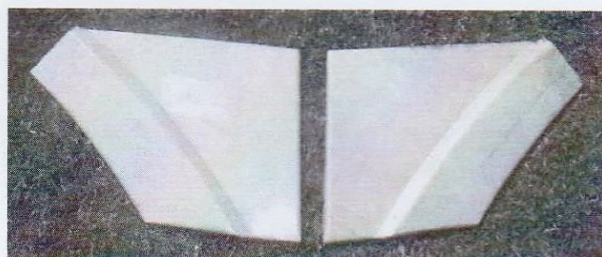
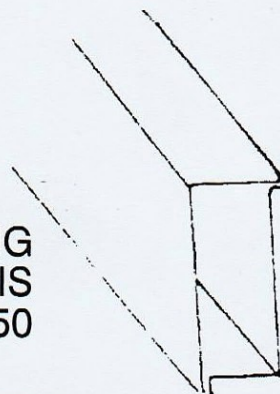


OUTRIGGER  
£10.00



OUTRIGGER  
£10.00

REAR SPRING  
CHASSIS  
£7.50



BOTTOM FRONT WING PATCHES £15.00



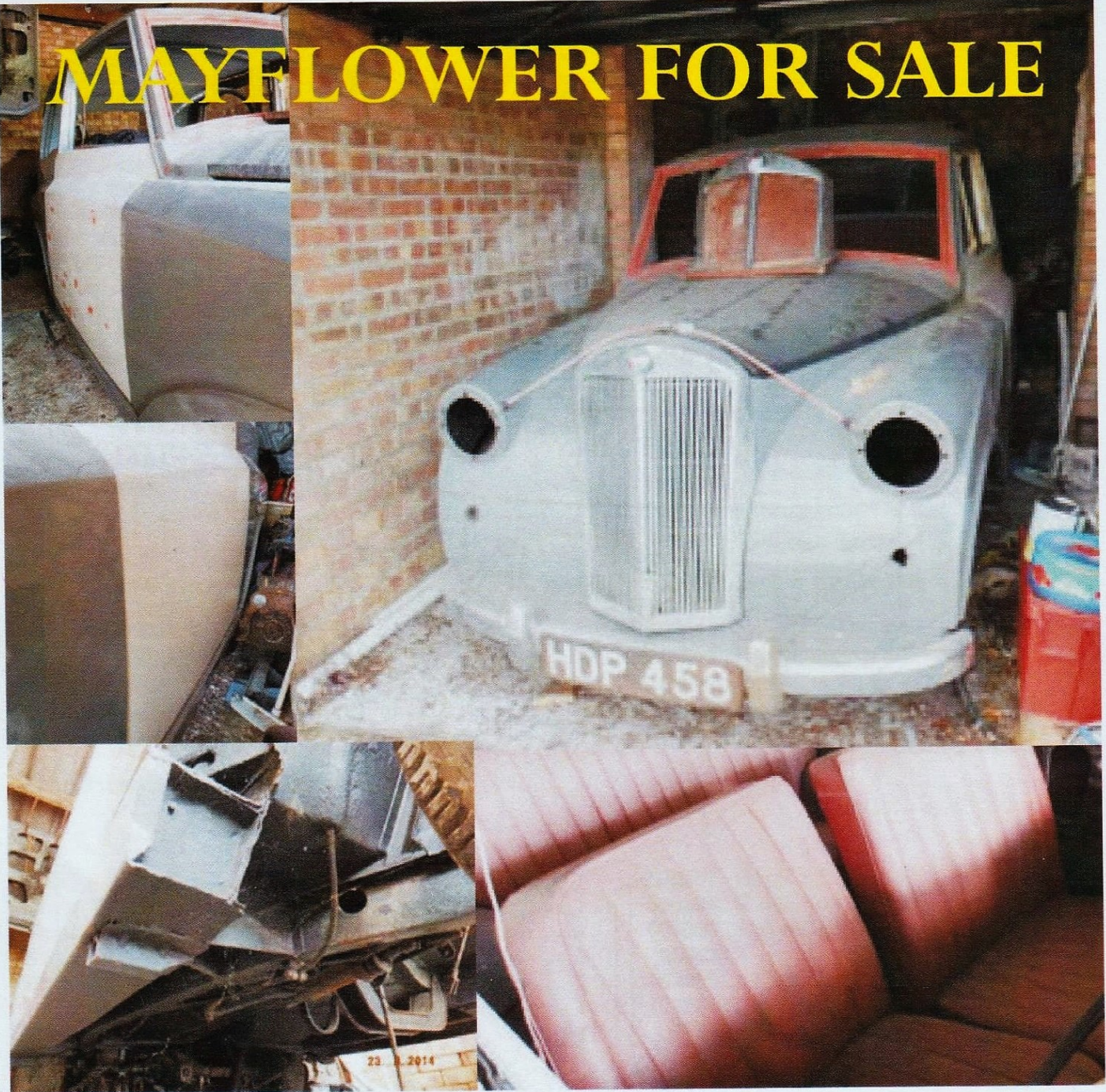
FRONT WHEEL  
ARCH SPLASH  
PANEL  
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# MAYFLOWER FOR SALE



This must be the easiest Mayflower to restore that I have ever seen, apart from the cobwebs, the underside has never to my knowledge been welded. It has however been meticulously cleaned of rust, treated and undersealed, a few years ago. Owned by me for at least 15 years, it came previously from the Queen's estate at Windsor, owned by the Queen's gardener. When he retired he moved off the estate to a new house with no storage, thus me becoming the new owner. This car has all the parts to complete to one of the most original cars around. Both doors were restored by myself on a college course, hence them being in primer, the lower rusty sections cut away and new metal welded in. A chance in a lifetime to buy an unmolested genuine car, original number, very low mileage example of a fantastic car. Very slight damage to the offside front wing and a respray will transform this car. Reassemble and you have a potential concours car or just a very sound example of a very rare car. Originally Cotman Grey (now painted in a grey but not by me but done for protection ) with a red interior, engine, gearbox, glass, instruments, radiator, grille all with the car. *For more information* e-mail or phone (evenings only please) Howard Pryor - **020 8440 8623** or [howard.pryor@tiscali.co.uk](mailto:howard.pryor@tiscali.co.uk) - because of the rarity of the condition this car I am looking for £2000 to include ALL the parts to finish her off, happy to haggle but then you will have to buy more parts later to complete. Car can be seen in Herts, close to South Mimms Junc 23 M25 by appointment only, can deliver to buyer at reasonable additional cost.