

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2016 No. 155



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

FLOWER POWER
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Cover: Could this be an early Mayflower used in advertising brochures? See Page 12

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.



**Coventry
MotoFest
Saturday
June 4 2016**

Chad Brown and Paul Burgess attended in their Mayflowers. Paul's is pictured below in Millennium Place outside the Coventry Transport Museum:

Editorial

Dear club members,

At first I would like to thank all contributors to this magazine. And this time a special thanks to Paul Burgess, many thanks for all your input for this edition of our magazine. This *Flower Power* would have had much less pages without your articles!

A last minute addition to this magazine is an e-mail we received from Kyia Friesen from California. He has gotten hold of what seems to be a prototype Mayflower that was used for the "5000 miles through Europe with a Mayflower" news publication.

If this is "the real thing" we will have to find a way to preserve this special piece of Mayflower history!

Next to Paul's input for this magazine Paul has also taken the time to compile a list for Mayflower parts of manufacturers' part numbers, other cars the parts were used on and possible alternative parts. Please read the article on page 16 for more details.

Please also have a look at Russ Hoenigs' article on page 10. Russ can supply Cow/Bonnet rubber seals which have been unavailable for a very long time. Russ, many thanks for all the effort you are putting into this.

I am using my scarce spare time to create the new website, I had hoped to have it ready by now, but the fact that I am now running my own company takes up a lot of time.

The framework is ready though, so I should be able to launch the new site within two months. I will keep adding new functionality after the first launch. Once the new site is up-

and-running please do not hesitate to send comments, inform me of mistakes, typo's etc and off course send me anything that can be used on the website.

This year will be my first year in which I will attend the Annual Rally with my Mayflower together with my dad. We are looking forward to meeting a lot of members and their cars and of course we will write a report on our trip.

Thanks for your input, I hope you will enjoy this magazine!

Happy motoring and please keep on writing down your Mayflower related stories!

Very best regards
Nico ten Wolde

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1; and January 20. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome to new members

1211

1212

1213

1214

Due to the new data protection regulations (GDPR), this item is not currently available.

TRIUMPH ANNUAL RALLY

Mayflower - Razoredge - Roadster

Sunday 26th June

Hatfield House, Hertfordshire

DON'T MISS A GREAT DAY OUT

Chairman's report

HELLO, GET YOUR Mayflower out of where it has been sleeping, in the garage or under cover, summer is here and the local rallies are on the go.

I went to one near me to have a look at what was there without my Mayflower but Paul Burgess was there with his green one. That got me thinking, I must get on and fix mine, it will not fire up!

Chad is working hard to get the Lincoln (July 17), Hatfield (June 26) and Ripon (July 24)

rallies organised. Please try and turn up at any of them if you can.

Talking about Ripon, would you let me know if you would like a ticket. First 10 gets them. Please contact me not Chad.

I have got some new shape caps with a logo at £10 each, if anyone would like one please let me know. Also any regalia items contact me as well.

Hope to see you at one of the rallies, if not all of them, regards John.

and a bit more . . .

CHAD AND MYSELF went to the Standard/Triumph forum on Sunday, March 20 to represent the club and to keep in touch with what is going on in the Triumph and Standard clubs.

As agreed at the AGM our club and other small clubs would host a forum one year. We (Chad and I) agreed with the Pre-1940s and Roadsters to host one next year in March.

Also the Standard/Triumph Association said they could chip in. The next forum is in October this year and we will discuss this further.

I started work on my Mayflower, took the head off, skimmed it and am now cleaning up the block, almost ready for reassembling.

Hope its ready for this years rallies. Talking of rallies please support Chad Brown in going to them. Happy motoring in your Mayflowers.

Quarter Light Rubbers

Dear Member,

One of our members in the States, Leland Felix, has managed to get some quarter light rubbers manufactured for Mayflower owners over there and has offered to do the same for members over here.

Currently the firm he is dealing with is only manufacturing full Mayflower sets (front and rear) which will cost about £300 a set depending on shipping and duties/taxes. He thinks, though, that if there is enough demand he could persuade the firm to supply front sets only, probably at a cost of about £160 a set.

Please note that these are estimated costs at present due to the uncertainties of the cost of getting them here but are based on the cost of the 10 sets he has already obtained.

Initially we need to assess demand to see if we can put together a feasible order for Leland to proceed.

To this end, if you would like to purchase some rubbers please contact Paul Burgess by e-mail (pburgess@blaby14.free-online.co.uk) or at the postal address below to express your interest.

Please include the following information: **your contact details; how many full sets (front and rear quarter light rubbers) you would want; how many front only sets you would want (please also indicate if you would want a full set if front only sets are not available).**

If we are able to go ahead with an order we will contact you to request a firm order and payment.

Best regards
Paul Burgess

14 West Street, Blaby
Leicestershire, LE8 4GY

Member 1200, acting in this matter for
John Oaker whilst he is on holiday

*Letters***Great Central Railway Easter Festival**

Dear Nico,

As Good Friday was supposedly going to have the only decent weather of the Easter weekend I decided to look around for an opportunity to give my Mayflower an outing.

I came across an advertisement for the Great Central Railway Easter Festival Weekend at Quorn and Woodhouse Station just north of Leicester which indicated there would be classic cars on display as well as traction engines and a full programme of steam train rides.

I contacted the organiser who told me the show was from 10.00 am to 5.00 pm but that I could arrive and leave as I liked and there was no entry fee for exhibitors.

I set off for the 18 mile journey north through Leicester at about 9.15 am on Good Friday morning and arrived after an uneventful journey in glorious sunshine at about 10.00 am (it seemed to be mainly uphill and there are a lot of speed humps in Quorn!).

As I was directed to a display area to park up more or less the first classic I spotted was another Mayflower, a rare occurrence indeed. The owner said he lives near Loughborough and is a lapsed club member but is thinking of rejoining.

Later on I met another guy who arrived in a Peugeot from Mansfield who said he has got two Mayflowers both of which are on the road but that it was a bit too far to bring one of them.

As usual the Mayflowers held their own in creating interest against the other classics, the traction engines and the steam trains. The only slight downside to the day was that I had to wash my Mayflower when I got home to get rid of all the soot and ash from the traction engines (but the delicious bacon butties on offer during the day went a long way to making up for that).

Paul Burgess, Member 1200



Rally news . . .

by Chad Brown, Rally Secretary

THIS REMINDER, compiled with my thanks to Tim Newing of the Triumph Roadster Club, is our final appeal for your support on the day for our annual rally.

We are joining with the Triumph Roadsters, that wonderful Bergerac car, and the Razor-edge Club, comprising the Triumph Renown and the 1800 saloon for this event.

All the cars share one thing in common and that is the wonderful globe badge proudly displayed on the radiator front of our cars and printed on the back of *Flower Power* magazine winter/spring issue No. 154. You will need this with you to gain entry to Hatfield House garden by the back door directly opposite Hatfield railway station located on the A1000 Great Northern Road (AL9 5AE).

The current Hatfield House was completed in 1611 and contains many superb examples of Jacobean craftsmanship such as the Grand Staircase with its fine carving and the rare stained glass window in the private chapel.

Displayed throughout the house are many historic mementos collected over the centuries. The deer park surrounding the house and the older building of the Old Palace had been owned by King Henry V111 who had used it as a home for his children, Edward, Elizabeth and Mary.

It was while she was living in the Old Palace that Elizabeth first heard of her accession to the throne. Today Hatfield House is the home of the 7th Marquess and Marchioness of Salisbury.

Sunday

The rally will be open at 11.00 am unless you are involved in setting up when you will need to arrive earlier. On entry you will need to show that Triumph World Globe referred to above to get in and take advantage of our special group rates.

There will be no rally entrance fee this year but you will be offered a ticket for just the park and west gardens, a formal garden surrounded by a massive Yew hedge, at £7 per adult and £6 per child. Or you can choose to have a ticket for the park and west gardens and entry to the house at £13 for adults and £8 for children.

If you choose the park and west gardens only and wish then to upgrade to view the house you will be able to do this at a cost of £8 which is the normal public charge obtainable from the nearby public ticket office.

Whichever you decide do look after your tickets as you need them to gain access to the shops, restaurant and toilets which will be found through some large wooden gates in the nearby stable yard. Dogs are allowed in the park but not the house or west garden.

For the younger children's interest there is a farm you may wish to visit, which is charged at the normal public rate of £5 for adults and £2 for children. There is also the Bloody Hollow Adventure Play area for just £1 per person which is included in the farm admission ticket.

Once in the park follow the club signs that will direct you around the one-way system (20 mph maximum please) through the park and across the front of the house and to the rally area itself. Members in modern cars will be parked on the tarmac which is normally reserved for staff parking.

Please observe the directions on arrival for parking your Mayflower and note that the judging will take place at midday and the announcements and raffle will probably be given at 1.00 pm but this is subject to the arrangements that the other clubs are making.

On arrival we will have sorted this procedure out with our colleagues and will give you a definite time.

Saturday night

Sadly the information given in the last edition of *Flower Power* regarding the hotel arrangements for the night before the rally have had to be changed.

The White Horse Hotel is due for demolition or if not that a complete conversion to a development project to turn it into an apartment block. So we are now meeting at the Cheshunt Marriot Hotel (postcode AL9 5LE) who are giving us a carbon copy deal that had been negotiated with the White Horse.

The new venue is 12 miles from Hatfield House. I understand there are still a few rooms left should you suddenly decide to stay and the dinner being arranged directly through the Triumph Roadster Club. I will assist any last minute bookings as best I can. So I hope to see as many of you as possible on the day and we will all hope for some nice June weather.

Letters

Trafficators

Dear Nico,

I became concerned about the lack of warning that a trafficator was deployed as I had on a number of occasions ended up driving along with the nearside one out after it hadn't cancelled after pulling into a lay by.

So, what to do? I decided that an audible alarm would be best as a warning light is easy to miss. Looking on Ebay I found a 12v intermittent tone buzzer for £1 post free so I ordered a couple to try.



Above: the tone buzzer and below: the installation with extra wiring



I found that the easiest way to install them was to remove the cover plate behind the trafficator on the inside of the door pillar and tap into the feed wire to the trafficator. I used a wire long enough to be able to drop the buzzer behind the upholstery panel at the side of the rear seat to keep it out of sight and to mute the buzzer a bit as it's quite loud.

Having fitted the buzzers, one to either side, it certainly isn't possible to be driving along with a trafficator unknowingly deployed. Unfortunately the buzzers don't seem to be that robust and fail fairly regularly every three or four months or so.

I haven't been able to find an alternative yet with an intermittent tone, but it's a quick swap when one fails and I keep a couple of spares in hand.

*Paul Burgess
Member 1200*

Oil pressure pipe repair

Dear Nico,

Last year I discovered my oil pressure pipe was leaking. Yes, it was listed on the club 2005 parts book but that was 2005 and this is 2015 so not available. I had look at Rimmer Bros TR2 parts, one pipe might do but it might be like playing poker, you have to pay to see.

I took myself off to my local commercial stores and asked my senior consultant if he had anything like my pipe. No but he took my pipe to his bench. He reappeared a few minutes later shoving a piece of hydraulic hose on to the pipe. "This has a burst pressure of 60 bar," he said, "it might just do on your Mayflower."

He squeezed a clip on to one end and gave me worm drive clip for the end that fits on to the engine.

I was so surprised at how easy he made it seem, it only cost 5 euros. So if your stuck for a pressure pipe any place that repairs excavators trucks should be able to make up a pipe or if you have a bench grinder and get a piece of hydraulic pipe you could do it yourself. The letters R,MEGOHMM are on the pipe.

Harry Mulcahy, 1032

AGM report

held at the Holiday Inn Express, Walsall on Sunday March 13 2016 at 2.00 pm

Attendees: John Castle; Chad Brown; John Banks; John and Barbara Albon; Paul Burgess; Dave Walton; John Corley; Brian Redshaw; Edouard Wagenaar; Frank and Kathy Russell; Don Fox; John Fletcher; Paul Norton; Phil Benson; and John Oaker.

Apologies: P. Burdge; S. Coulman; T. Gordon; and J. Gogay.

The Chairman, John Castle, opened the meeting promptly at 2.00 pm and welcomed everyone to the AGM. He thanked John Oaker for once again organising the venue. He observed that the number of members attending (17) was higher than usual and thanked everyone for their attendance.

The minutes of the last AGM had already been published in the *Flower Power* magazine and were taken as read and accepted by the meeting.

Chairman's report:

First of all I would like to thank you all for making the effort to attend. I would also like to thank John Oaker for organising this Annual General Meeting. Well, here we are again and it is the 2016 AGM.

I hope that everyone has wintered well and have got their Mayflower's ready for the 2016 season unlike me for I am up to my neck in nuts and bolts, still!

Peter Benfield did not winter well for as you know he died on Christmas Day which was very sad. He would be sitting here giving his good advice to us otherwise.

However, he must have a smile on his face up there because at the Ripon Show last year he lifted the trophy on behalf of the club for the best club stand in the show which I am very pleased to be able to display to you all here today.

I can still picture him with the trophy at the show. It was as if the gods knew it was going to be the last Ripon he organised and of course there was a good turn out with 10 Mayflowers attending.

We had a good banter and looked at all the different Mayflowers there and then the lady from the show committee came to say that we had won the best in show for club stand. That

made Peter's and our day but the happy mood did not last as it started to rain at about 2.00 pm and soon after the heavens opened and as it poured down. There was a massive exit made by many of the visitors and of the rally cars attending the show. We did get the tent down and packed away reasonably dry thanks to lots of help from our members.

We will be attending three rallies as a club this year that our rally secretary Chad Brown has sorted out.

Sunday, June 26, our National Rally with our friends from the Triumph Roadster Club and the Triumph Razoredge Owners Club. This will be at Harefield House near Hatfield.

Saturday and Sunday, July 15/16 at Lincoln with the Triumph Forum and Sunday, July 24 at Ripon, formerly our Northern Rally.

Full details of these rallies will of course appear in *Flower Power* and on the website.

The Chairman closed his report by stating that he anticipated the majority of the committee would be volunteering to stay on in their posts unless others volunteered, in which case elections would be held.

The Chairman asked the Officers of the Committee to present their reports.

Treasurer's report:

The club continues to be in a very sound financial state with sufficient reserves of capital although this has once again gone down slightly due to fewer subscription renewals.

This is probably due to the financial situation still prevailing across the country and the demographics of the classic car movement. Everyone getting older, most of us now having grey or silver hair and/or beards.

Last year we recommended that the subscription be raised this year from the current level of £25 to a new level of £30 (plus the usual £10 joining fee for new members). This amount is well in line with other clubs of our size and much less than many are now charging.

A vote was then proposed by the Treasurer, seconded by P. Benson to increase subs from today in line with the previous year's suggestion. This was carried unanimously.

Membership Secretary's report:

This is my 23rd secretary's report and a plateauing out of membership as we have the same number as last year. Enquiries are up though and there seems to be movement in cars with prices on the up, ebay a little responsible for this, but the "I will join/rejoin when I need spare parts syndrome" seems to be the main reason for a reluctance to part with membership fees!

Our cars no longer need a UK MoT test. However, owners must still ensure that their cars are safe and roadworthy. This probably means having a (voluntary) test anyway, or at least every other year, to keep our insurers happy.

Number of members

1997 (167)	1998 (151)	1999 (144)	2000 (151)	2001 (144)
2002 (150)	2003 (144)	2004 (131)	2005 (142)	2006 (148)
2007 (141)	2008 (139)	2009 (139)	2010 (145)	2011 (134)
2012 (124)	2013 (124)	2014 (100)	2015 (117)	2016 (110)

Of the 117 members at 31-3-15

83 members rejoined 5 former members have rejoined - 6 honorary members and - 16 new members.

2009	2010	2011	2012	2013	2014	2015	2016	
103	105	96	89	88	71	86	78	UK and Ireland
13	16	16	11	15	10	11	13	USA and Canada
4	6	3	6	6	5	7	6	Australasia
10	11	10	9	8	7	6	7	Europe
2	1	1	1		1	1	1	Africa
6	6	6	6	5	5	5	5	Honorary
				1	1	1		Life President

Regalia Secretary's report:

John Castle continues in this role. Very little existing stock remains. There have not been many sales made this year. Regalia sold at Rally £56; Postal sales totalled £28 during the year. Cost of replaced stock £64. Stock held, mugs 3@£5; TMC badge, 1@£15; T shirts, 3@£10; Sweat shirt, 2@£22; Polo shirt, 1@£15; Pens, 1@£3; Binders, 5@£6; Caps, 2@£6; Mouse mat, 3@£6; Woven cap badge, 12@£3; Key fob, 16@£3; Stickers, 15@£1; Lapel badge, 15@£3.

John asked how he should process a dollar cheque he had received, John Oaker suggested he did it via John Gogay.

New Spares Secretary's report:

The spares handbook is way out of date. Many of the items in the book are no longer available. We are continuing to work on a parts list to distribute by e-mail and via the website.

Spares are only sold to current members as per the membership secretaries renewal records. We continue to reinvest takings from spare parts in new stock of mainly consumable items.

Secondhand Spares Secretary's report:

There has not been a lot of activity in sales of secondhand spares during the last year.

Rally Secretary's report:

The 2015 rally was held at Ripon in July. We had a very pleasant day despite some adverse weather. Our Chairman has already covered details of the day.

Election of Officers

Chairman: John Castle agreed to continue, unopposed. Vice-Chairman: Chad Brown agreed to continue, unopposed. Treasurer: Paul Norton agreed to continue, unopposed. Secretary: John Oaker agreed to continue, unopposed.

Other committee members elected, Editor: Nico Ten Wolde, had previously advised that he agreed to continue, unopposed. Regalia Secretary: John Castle agreed to continue on a temporary basis, unopposed. Rally Secretary: Chad Brown, agreed to continue, unopposed. New and Secondhand spares: Brian Redshaw, agreed to continue with both roles, unopposed.

Technical Officers: Malcom Barnsley, UK, agreed to continue in advance of the meeting. Howard Pryor, UK, agreed to continue in advance of the meeting. Steve Coulman, UK, agreed to continue in advance of the meeting. John Lesley, New Zealand, agreed to continue in advance of the meeting.

Larry Spouler, Canada, has resigned. A vacancy for a North America Technical Officer exists. John Gogay, on the committee as a co-opted member, agreed to continue in advance of the meeting.

Paul Burgess has started to compile an up to date spares cross-reference list. It was suggested by the meeting that he should be co-opted onto the committee and be encouraged to continue this work on behalf of club members. Proposed J. Oaker and seconded by Chad Brown. Agreed unanimously.

Rally Matters — Discussed in officers reports above.

Website Ideas

The meeting agreed that the Website, originally created by Phil Benson in 2000, was no longer state of the art and lacked behind other club offerings. It did not show parts lists, had no forum, could not accept payments and could not allow direct joining of the club. Magazines were not available online.

The meeting felt it was appropriate to take this forward with a view to updating the site in as many of the above areas as practical, costs permitting. John Oaker agreed to progress this with Nico (*Flower Power* Editor) who has now volunteered to look after the website.

Triumph Forum Feedback:

John Castle advised that he and Chad had been attending the "Triumph Forum" meetings. Hosting of the meetings has been provided by clubs in rotation. To date the smaller clubs had not hosted a meeting.

John suggested he contact the other smaller Triumph clubs with a view to hosting a meeting jointly. This would reduce costs per club. He asked for a small budget, say up to £150 to £200 as the TMC share of such a hosting possibly to take place later this year or in 2017. The meeting agreed he should progress this.

Any other business:

Travel Expenses: The Secretary advised that authority to make ad hoc payments towards

travel expenses had been given by earlier meetings and advised anyone so interested to contact the Treasurer after the meeting.

Rules of the Club: John Oaker gave out copies of the existing rules for the club and asked members present to take them away and peruse them and make any suggestions for bringing them up to date.

John Albon stated that he had just completed a similar exercise for another classic car club in the South East and would try to contribute some suggestions.

Members Details: John Oaker was asked to provide a members list so that members can be aware of other members local to them that they may wish to make contact with. John agreed to do this.

USA Spares Sales: Concerns were raised that the club was not insured against possible legislative issues arising against spares sales to North America and Canada. The Treasurer explained that such cover would be over £600 per annum.

This was not viable for the number of members affected. The meeting suggested that the club should not sell spares to North American members if such insurance was not in place. This was agreed after a vote proposed by P. Benson and seconded by P. Norton.

Spares Accounts: Historically, detailed accounts/stock details have never been presented by Spares Secretaries. Brian offered to provide more detailed information to next year's AGM meeting.

Flower Power by e-mail on PDF format: John Albon suggested that *Flower Power* be offered to members via PDF format distributed by e-mail. Many clubs do offer similar option. The meeting agreed that this be discussed with current printer. John Oaker volunteered to follow this up with the Editor and the printer.

The Chairman closed the meeting just after 4.30 pm wishing everyone a safe and pleasant journey home, and saying he hoped to see everyone again.

WANTED — YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally Your day out, Your Mayflower

Please send them to the Editor

Letters**AC 1572001
Thermostat**

Dear Nico,

Whilst I was researching the parts list that I was asked to compile for the club at the recent AGM I came across a company who has the AC 1572001 thermostat in stock which I had been led to believe was no longer available.

It is rather costly at £20 plus £6 postage and packing but I have bought and fitted it and it seems to work okay. It is fully open with the bellows expanded at about 77°C.

According to the company's web site it is ex army stock and was fitted to the Land Rover Mk2 Series 2 and is also marked with the part number AC Sphinx 16B/5769.



If anyone is interested, the company is called 'LMS Lichfield' and their web address is www.lmslichfieldltd.com.

Regards
Paul Burgess, member 1200

Cowl/Bonnet rubber seal

Hi all,

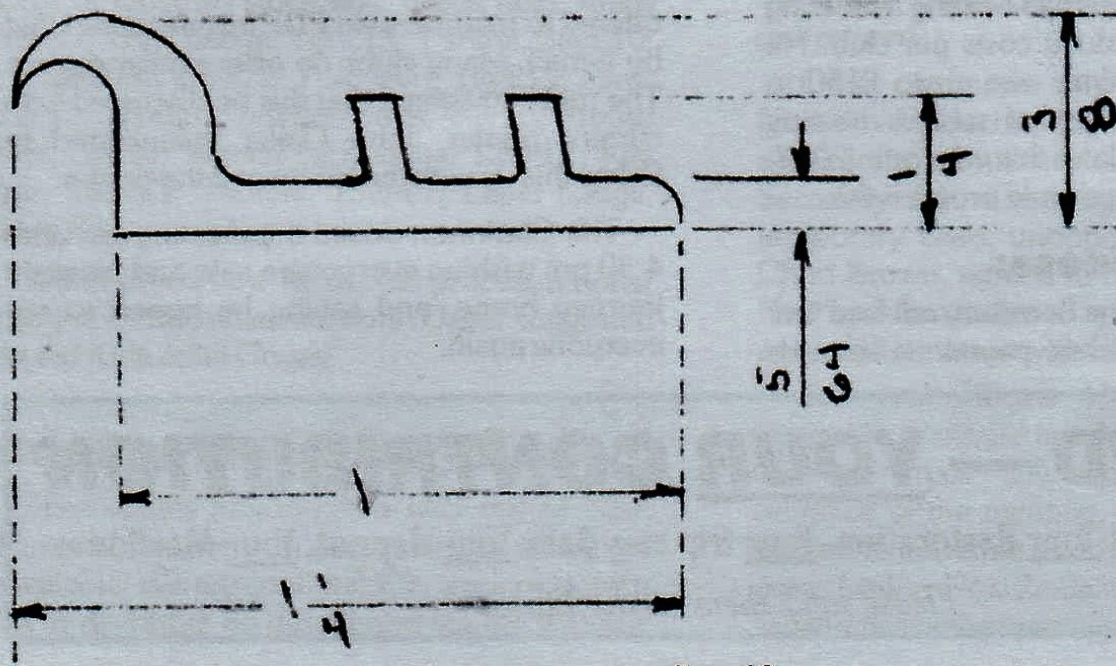
From the response to the inquiry in the last *Flower Power* about interest in supplying the cowl/bonnet rubber seal from the drawing below, there is now going to be an order placed approximately 30 days after you receive this issue of the *Flower Power* for this seal.

The cost is \$25(US) plus your part of shipping to me and then shipping to you. The length will be approximately 50 inches, which will allow you to trim to the original 47 inch length.

Owners who have contacted me and are on the list will receive an e-mail to confirm your interest and order. This is the same way as how the lower door seal order was recently handled.

If you are not on the list and wish to order or do not receive an e-mail from me, please e-mail me at bofaus@windstream.net and many thanks.

Regards
Russ Hoenig



BONNET SEAL
SCALE: 2-1

Letters**Trafficators and Indicators**

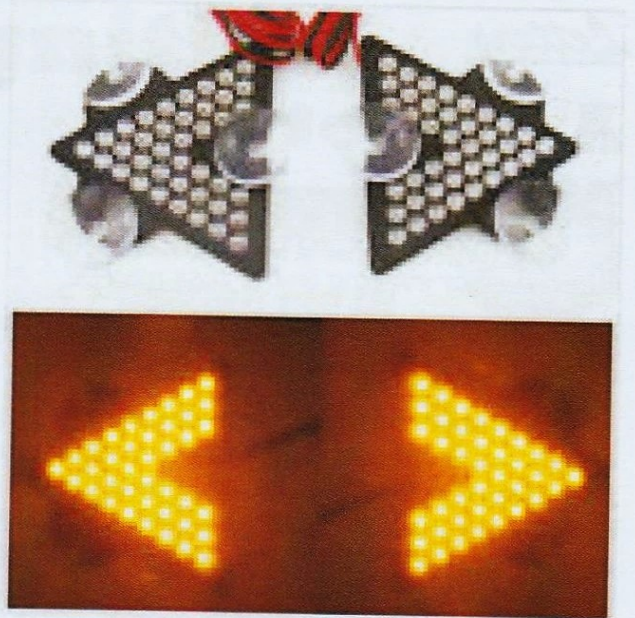
Dear Nico,

When I bought my Mayflower last year my intention was to fit indicators as quickly as possible for safety but hopefully without having to drill holes in the bodywork so they could be removed again if a future owner wanted to do so.

Having driven a few miles with just trafficators I began to change my mind and decided to keep the status quo. However, in the last few months, having had a few 'incidents' when turning right, particularly at mini roundabouts, and with pedestrians I began to look for a compromise solution.

Trawling through e-bay I found a pair of warning arrows each comprising 32 orange LEDs with suckers to attach to the inside of a window for about £11.

I ordered a pair and fitted them to the rear screen, taking the feed from the trafficator units on each side of the car and running the wires behind the upholstery panels each side of the rear seat. At this stage they lit up in addition to the trafficators but didn't flash.



My next step was to get a pair of LED flash cans, again from China via e-bay for a couple of quid. These are now installed along with a pair another pair of LED warning arrows in the front windscreen and work fine.

I think that they have increased safety without detracting from the car's 'originality' and they can be unplugged and removed or just dropped down onto the parcel shelf on arrival at your destination if you want to. I have now fitted a sucker mounted third brake light on the rear screen as well (also from China via e-bay).

Paul Burgess, Member 1200



Letters

A prototype Mayflower?

Good day, or evening as the case may be,

I am writing from the warm, central California foothills with an interesting situation.

Please see attached pictures for help with the details, but suffice to say that I believe myself to have recently come into possession of the actual test mule that the Triumph Motor Company used during the early production of the Mayflower.

I'd like very much for your input and any thoughts on it that you feel may shed some light on my recently purchased little British car.

Please feel free to respond as you have time, share my situation as you see fit with any one you feel may be interested in this little story or qualified to shed even the slightest bit of light on it.

*Many thanks
Kyia S. Friesen*

Dear Kyia,

Good afternoon to you from a cool Walsall in the middle of England. Firstly I have included the members of our club who run our magazine — *Flower Power* — as e-mail cc above. Nico ten Wolde is our editor and John Gogay is the publisher. They, I hope will use any of our Mayflower chit chat and your photos in a future magazine.

Secondly it was a good day when your e-mail arrived in my inbox.

The registration of your car and the size of the rear window and style of the door locks indicate that this is a very early Mayflower. Indeed it appears to be the vehicle used in the news publication that you included with the e-mail.

Do you have access to the car? If so could you send photos of the small plate with numbers on

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**MORE NEWS
IN THE NEXT EDITION OF
*FLOWER POWER***



Electronic ignition

by Paul Burgess

I HAD BEEN thinking about fitting electronic ignition to my Mayflower since I bought it last year but the failure of a new condenser after about 20 miles decided me.

After looking around I decided on the Powerspark K31/K31PP kit as it seemed to be reasonably priced at £44.95, is completely housed in the distributor and is easy to fit. Powerspark recommend replacing copper HT leads with double silicon ones so this added another £13.95 to the cost but meant I ended up with a nice set of green leads from the Green Sparkplug Company to colour coordinate with the car.

Installing the kit was a doddle. Remove the original base plate from the distributor and replace with the one in the kit, drop the magnetic collar from the kit onto the cam under the rotor arm and a simple rewire to the coil.

I had to retard the ignition to get the car to start after installation of the kit. I then tried to set the timing by ear but it ended up being a mile out on road testing. Roadside trial and error adjusting to just eliminate pinking resulted in me retarding the ignition by a good ten degrees overall.

Tech tips

Cylinder head remover

(Reprint from July 1985)

If you have struggled to remove the cylinder head from the corroded studs on your Flower, a very simple and highly effective tool will greatly ease the problem.

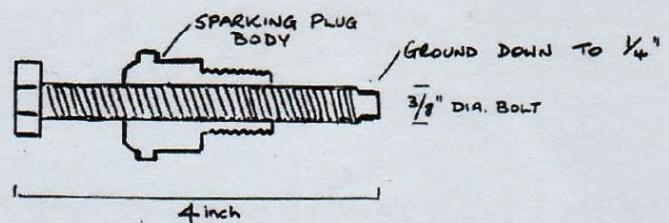
Knock out the ceramic core of four old spark plugs, drill and tap the metal body to accept a 4in. bolt $\frac{3}{8}$ in. diameter AF thread if possible but metric will do. The end of the bolt must be

POWERSPARK 
+ Positive Earth



Since installation I've travelled about 50 miles and my Mayflower has a noticeable increase in power, although in hindsight the timing was probably a bit out before.

Also, starting seems to be improved. So, all in all, the investment in the kit, which after all has only cost about the same as three sets of points and condensers, seems to have been worthwhile.



ground down slightly to fit in between the valve heads.

By screwing in the plug bodies and gradually winding down the bolts on to the crankcase, the head is lifted without resorting to old screwdrivers, hammers or pick-axes. This method work effortlessly on an engine that had stood unprotected for over 15 years!

WANTED — YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out
Your Mayflower — Please send them to the Editor

Letters

A Japanese Mayflower?

Hi John (Oaker),

This was forwarded to me as the "Datsun Thrift", has quite a likeness to the Mayflower.

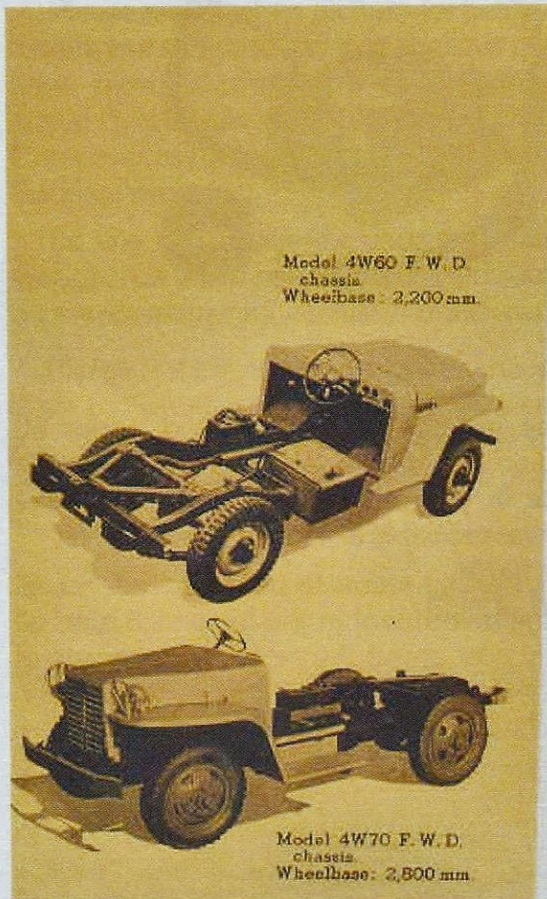
Clive Lungmuss

Chaps — Almost went up a lamp-post when I spotted a 'Flower on the road near Eastbourne in the week before last.

Then I found this item on e-Bay — did someone in Datsun (now Nissan of course) get "inspired" by the Mayflower.

Take a look at the Datsun Thrift saloon.

After all, the Japanese were producing Austin A40s and Hillman Minxes under licence in the mid 1950s.



Datsun Light Truck

"Datsun" is well-known low priced midsize car in Japan which was mass-produced since 1933. This light car is recognized and accepted as the highest quality, dependability and value, especially suitable for low cost and economical operation. You will find it in every corner of Japan.



Datsun Deluxe Sedan



Datsun Pick-up



Datsun Thrift Sedan

The Battlefield Line Classic Show

Hi Nico,

I thought members might be interested in this 'family' photograph I took at the Battlefield Railway Line Classic Show held at Market Bosworth Station, Leicestershire on Sunday, May 8.

It shows my Mayflower parked up with a Swallow Doretti and a Triumph Renown. All a bit of a rarity these days.



Paul Burgess, member 1200

Letters**First meets**

Dear Nico,

The nice weather allowed me to get to a couple of meets in January; the first official outings after the head gasket blew on the way to a meet at the Griffin Inn near Nuneaton last October.

The first was on Sunday, January 10 at the Dog and Gun at Kilby, Leicestershire. It was a nice bright day, but cold nonetheless. About 12 hardy souls turned out but we decided to stay on the hard standing rather than risk getting bogged down on the grass, although there was a vintage tractor in attendance!

Next up was the Gliding Centre at Husbands Bosworth in Leicestershire on January 24 (Foxton on the 17th was snowed off).

Again, there were about a dozen of us in our thermals in the cold and wind but only one glider braved the wind and low cloud!

I'm hoping the weather is favourable for Kilby and the gliding centre in February. I'm also intending to go to the International MG and Triumph Spares Day at Stoneleigh on February 21 as I picked up some Mayflower bits



and pieces at the Restoration Show there last year.

Three births

Dear Paul,

I am just about to send off a batch of three "birth certificates" requested from TMC members after your piece appeared in *Flower Power*.

A similar piece appeared in our magazine, *The Globe*, which drew no responses at all — I thought you would be amused to hear this.

Thanks for your help!
Regards — John for TROC Ltd



SPARE PARTS MANUFACTURERS CODES, EQUIVALENTS & ALTERNATIVES

PAUL BURGESS HAS compiled a list for Mayflower parts of manufacturers' part numbers, other cars the parts were used on and possible alternative parts which might get you out of a mess.

The list has been distributed by e-mail in Microsoft Word format to members but is available as a hard copy for members not on the internet. Members who want a printed copy should send John Oaker a self-addressed envelope with two first class stamps on to allow for post rules about large letters. Your envelope

can be of any size as it will be taped on to your sent packet. John will then send you a paper copy as soon as possible after July 1.

The list is also available as a Microsoft Excel spreadsheet, or a PDF document from Paul Burgess via e-mail (pburgess@blaby14.free-online.co.uk). It will also hopefully appear on the new club website when it is launched.

The club would like the list to be a dynamic document to be added to and amended as necessary so if you spot any inaccuracies or can add anything to the list please e-mail Paul.

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which is attached to the bulkhead in the engine bay please. Also can you find the engine number. I am hoping that you have found one of the elusive prototypes!

So, how did you come by this Mayflower, what's the story? What are you thinking of doing with it?

Anyway — I am away on holiday — but can and will reply to any e-mail that you send me and will include Nico and John in my writings to you.

*Thank you again for such a good day
John Oaker*



*Pictures from a early advertising article
identifying Kyia's Mayflower*



TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

01-03-16

Dear Member,

Please note that members' annual subscriptions are due for renewal at the end of March. At the 2016 Annual General Meeting it was decided to increase the membership for all members, regardless of where you live, to £30 per annum.

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's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

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*.

If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate 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 e-mail, but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at johnchoaker@btinternet.com.

Thank you

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Please find my enclosed cheque/money order for £30 (to be confirmed at the AGM) membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2017.

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 e-mail 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 US dollars could make out a personal cheque payable to John Gogay, for \$46.00.

_____ Signed _____ Member number

My email address is _____

Triumph Annual Rally

Mayflower

Razoredge



Roadster

Hatfield House

Sunday 26 June 2016