

Triumph Mayflower Club



Worldwide Membership

WINTER/SPRING ISSUE 2017 No. 157



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2016-2017

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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: John Castle's Mayflower out and about in Warwickshire

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

ANNUAL GENERAL MEETING

This is the venue we have used for the last few years. The location is superb being almost immediately off the M6 at Junction 10 (A454 Walsall, 1st right at 1st set of traffic lights is Tempus Way) but please be aware there are two Holiday Inns at Junction 10. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality.

AGENDA

- | | |
|--|---|
| 1. Apologies | 5. Election of Officers and endorse next year's committee |
| 2. Minutes of the last meeting — any action from these minutes | 6. Membership fees |
| 3. Chairman's report | 7. Rally matters |
| 4. Officers' reports: Secretary's; Treasurer's; Spares Secretary's and Regalia's | 8. Website ideas |
| | 9. Any other business |

SUNDAY 19th MARCH 2017
Express Holiday Inn, Tempus Drive
Tempus Ten, Walsall WS2 8TJ at 2.00 pm

Editorial

Dear club members,

Once again, I would like to thank everyone who has contributed to this *Flower Power*. It is very satisfying to see that the number of members that take the time to write about their Mayflower related experiences is increasing gradually. I do hope that this will continue in the future. We need your input to be able to make this magazine.

From my own experience in digitizing paper documents I know that Paul Burgess must have spent quite a lot of time digitizing a lot of the Mayflower related technical, commercial and other documents, articles etc (see page 6).

Paul's work is essential to keep our beloved car on the road for the current and the future owners of Mayflowers. Paul, my personal thanks for this effort!

Our club member Michael Hudd took the time to write about his challenge to replace the dashboard control knobs and Carl Stevenson has found a perfect way to repair the heater control valve. Thanks for the very useful information Michael and Carl!

Paul Norton wrote down the detailed history of his car, HTH 719. I wish I had that much information on my Mayflower. All I know is that it was in New York State in 1977 based on the New York state "tax disc" which is still on the front windscreen.

If one of our US members can give me more information about the history of my car based on the picture of the tax sticker, please let me know!

Please also have a look at Russ Hoenig's article. Russ has written an update on his seal projects. From my own experience, I can say that the quality of all the new seals I have ordered from Russ is perfect!

I do hope you will enjoy this *Flower Power*, 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 June 1; September 1; and January 10 2018. 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

- 1218
- 1219
- 1220
- 1221
- 1222
- 1223
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- 1228
- 1229

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



Chairman's report

Hello fellow members

I hope you have a Happy New Years motoring in your Mayflowers. As you know from the past magazines I have been having trouble starting my Mayflower but not any more — touch wood it starts after a few turns and runs very well.

Mind you I missed a few rallies in the time it took me to do it but “hurray” it’s working and ready for the rallies this year.

So please give Chad Brown and the club your support and try to get to them, I will be there.

I have been helping someone to look for and buy a Mayflower so if you know of one for sale let me know.

Chad rang me to say that his car(Little Nell) is in dock with under car bodywork and could I go and see it while on the ramp — not so good but hopefully it will be up and running soon.

Paul Burgess e-mailed to say he had bought some spares for his car from someone who only wanted the body for a hotrod, what a waste of a Mayflower!!

Best Regards
John

Letters

Treasure trove

Hi Nico,

I was tinkering with my Mayflower out front of my house when one of my neighbours approached me.

He asked if I had any manuals for the Mayflower and I told him only what I could find online.

He went home and returned shortly with what I can only call a treasure trove!

He'd been to a car boot sale and spotted these items on someone's stall. He purchased them for £18.

The items included two Instruction books (1950 and 1951-2), several excerpts from magazines and the Service Instruction Manual.

I asked him if he would like to sell the items and he replied, “Yes, just give me what I paid for them. £18.” Bargain!



I've scanned the lubrication chart from the Instruction Book which is available from: <https://www.dropbox.com/s/ecsxbbyofwsl5cbw/TMF-LubeMono.jpg?dl=0>

If members are interested in any of the documents, contact me on b.stevens2002@virginmedia.com

Regards
Bryan Stevens (1216)

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

An old cupholder

Dear Nico,

I came across this item on the 'Accessory Review' pages of the February 1958 issue of *Practical Motorist and Motor Cyclist* which members may find of interest. I thought cup holders were a modern day must have!

Regards
Paul Burgess (1200)

CORNETTE CAR CUP HOLDER
THIS device can be screwed on to a seat back, door panel, or side panel by the driver's or passenger's legs and will hold a beaker full of liquid. It can also be arranged to fit under the dashboard. When not in use it will fold down neatly.



The cup holder.

Made by the Exhaust Ejector Co., 11, Wade House Road, Shelf, near Halifax, it retails at 9s. 6d.

Greetings from France

Dear John (Oaker),

My Mayflower and I wish you a merry Christmas.

Regards
Dominique Soulas-de Russel @hfwu.de



Letter from Indonesia

Dear Mr Oaker,

I would like to restore my 1952 Triumph Mayflower and need some spare parts and accessories. I also want to join the club. Is it acceptable for Indonesia citizen? If yes, let me have the requirement to be the member.

For your reference, please find the attached photographs of my car.

Your response is highly appreciated

Regards
Anton S



We all look forward to hearing about Anton's restoration project along with some pictures of the progress.

Ed

Letters**Mayflower seal projects update**

Hi Nico from cold and white western Pa.

Seal Update: We have four lower door seals needed and this is the last call out for more. Price is \$66 (US) a pair. An order for six pairs will be placed in March with any extras sold on eBay.

I don't plan on making any more. Also, there are three rear bonnet/cowl seals still available at \$25(US). If not needed, they will be sold on eBay.

The quarter window seal project update: I have one brand new right front out in the garage and I had thought that there was a new left one available. My thought was mistaken as this turned out to be another front right.

If we can find a good front left, then at least the front quarter window seals could be made up. In looking at how this front right was vented and poured, it would be possible to improve the seal manufacture for easier installation.

All of this may not be necessary as have been advised that Leland Felix has made up a new batch of all of the quarter window seals. I have not heard if anyone as examined them yet prior to sale as his last ones were not very good (personal experience).

In late fall I visited Mayflower owners in Tennessee. A very enjoyable afternoon was spent with longtime TMC member and Mayflower owner, Wally Wollentarski. Wally is an early TMC member and has accumulated a treasure trove of Mayflower information.

Much of his information is going to Paul Burgess to be sent out through Paul's project to get information out to members. Good stuff and many thanks to Wally and Paul.

The next day travelled to central Tennessee to visit with Dwight Eversole who at that time was not a TMC member. He has three Mayflowers (one parts car, one under restoration with MG running gear and one that was sitting out in front of his house running when I arrived.

This one is driven regularly, has never been restored and in remarkable original condition. It is unusual as it was one of the Fergus Motors show cars, complete with "andiron bumper guards", carriage lights above the traficators, and of all things, leopard carpeting.

A very fancy unusual car. A very good fun trip. Over the past eight years, I have visited 22 Mayflowers in five states of which six were running, five under restoration and the balance, parts cars or just sitting cars.

On another topic, and just to let all North American owners know that I have written to TMC officials about the decision last AGM to exclude us from new and used parts sale. My request is for this to be reviewed at the next AGM to restore sales to North America. This was done based on my concern and does not reflect the views of any other members.

Willment performance OH intake valve heads and performance heads: These heads were common on various side valve engines. Does anyone know if they were ever made for Mayflower engines? Or Derrington "Silvertop" heads said to give the "punch" of OHVs to SV engines.

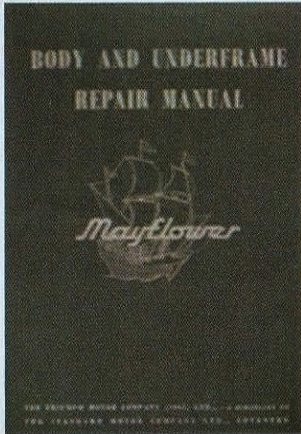
Either of these would be a great find (said to give 15 to 20 per cent power improvement). Also, there is a common decal in UK engine compartments "Caution, Positive Ground". Were these on Mayflowers and if so, where located? Comments always appreciated and each of you have safe and Merry Holidays.

Regards
Russ Hoenig
bofaus@windstream.net



Guarding John Castle's
Mayflower in Warwickshire (page 10)

Some useful information available from Paul Burgess



Body and Underframe Repair Manual

Paul Burgess has digitised the *Mayflower Body and Underframe Repair Manual* and sent them out to members as pdf documents via email. If you haven't received a copy and would like one, e-mail Paul at pburgess1956@gmail.com.

Overhauling and Reconditioning the Mayflower

In the 1950s *Practical Motorist* and *Motor Cyclist* ran some articles on overhauling and reconditioning the Triumph Mayflower. Paul Burgess has collected these together and digitised them.

You should have received them in a pdf document via e-mail. Anyone who hasn't received a copy and who would like one should e-mail Paul at pburgess1956@gmail.com.



British Repair Manual

In the 1950s the Scientific Magazine Publishing Co. published the *British Repair Manual*. Paul Burgess has extracted and digitised the section concerning the Triumph Mayflower. A pdf document containing these articles has been sent to members via email. If you haven't had your

copy and would like one please e-mail Paul at pburgess@gmail.com. An appendix with service information extracted about components fitted to the Mayflower such as steering, clutch, carburettor, etc is to follow.



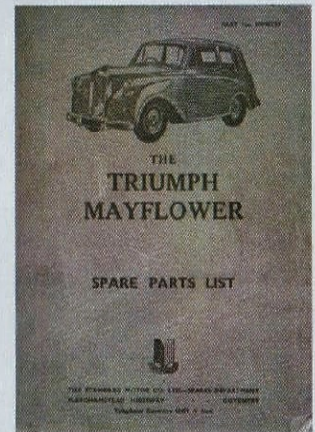
Magazine Articles Featuring the Mayflower

Over the years the Triumph Mayflower has featured in a variety of the motoring magazines. Paul Burgess has collected some of these together and digitised

them. A pdf document containing these articles has been sent to members via e-mail. If you haven't had your copy and would like one please e-mail Paul at pburgess@gmail.com.

Spare Parts List

Paul Burgess has digitised the *Mayflower Spare Parts List* and sent them out to members as pdf documents via e-mail. If you haven't received a copy and would like one, email Paul at pburgess1956@gmail.com.



Quarterlight rubbers

You may recall that Leland Felix, one of our US members, managed to get some quarterlight rubbers manufactured last year. Unfortunately, having received a sample set the club decided that there were problems with the quality and accuracy of the rubbers.

Since then Leland has gone back to the manufacturer who has remade the moulds and remanufactured the rubbers. The club is now awaiting a set of the new rubbers from Leland to check their quality and accuracy.

Assuming the new rubbers are approved, there will be a limited number of sets available. I have already contacted members who responded previously but if there is anyone else who may want to place an order please let me know on the e-mail address below. The revised cost seems likely to be about £130 per full set plus shipping and duty from the US.

Pburgess1956@gmail.com

Letters**Mayflower doors**

Dear Nico,

I suspect my Mayflower was restored at some time and may have not been a great candidate for restoration. The doors had begun to rust badly and I was aware the 'A' frames were fairly bad, I also had the outriggers for the two sides for about eight years. I finally sourced a guy who agreed to do the doors first and then the 'A' frames etc.

I removed the doors myself. As I expected not an easy job. I used an 8mm bit to drill the heads off the door screws. When the doors were off I was able to drill the remains of the screws out with a $\frac{5}{16}$ bit.

I cleaned the holes out with a $\frac{5}{16}$ UNF tap. I might have used a metric tap as I had great difficulty getting $\frac{5}{16}$ UNF screws but there were plenty of metric screws. I eventually sourced countersunk Allen key heads $\frac{5}{16}$ UNF by $\frac{3}{4}$ inch long from Harrogate Tool and Bolt in Harrogate.

Now when I got the doors back having been repaired and painted I had difficulty in closing the o/s door. It appeared it was hitting the bottom of the 'B' frame before it closed on top.

This could have been because the 'A' frame was rotten at the bottom. However, when I returned the car to have the rest of the work done I pointed this out to the guy who had repaired the doors, sad to say it was not rectified.

As I still had not reassembled the doors with the light frame etc. I had a certain amount of freedom to try and rectify the problem.

I removed the door slam rubber and taped a piece of $\frac{3}{8}$ mild steel round bar in the channel. Throwing caution to the winds I proceeded to close the door violently against the round bar a number of times. It worked, with the light frame fitted the frame is a fraction out but it is acceptable.

Now the thing is I suspect not enough material was replaced to allow for the rusty piece that was cut out. And something I wonder about in the Stanpart catalogue from and including Comm. No. TT15068 the doors were changed including door panels and light frame.

Can a light frame from an earlier door been fitted along the way. What is the difference between the earlier doors and the later doors. Why was it necessary to change the doors about halfway through the production run?

Regards

Harry Mulcahy, 1032, Co Cork

Heater control valve

Dear Members,

My Mayflower heater control valve was leaking water constantly and I could not find a replacement. After stripping it down carefully it became obvious that I needed a replacement rubber diaphragm. I couldn't find one of those either.

I found an article on oldclassicar that solved my problem. Here are the directions to the article, I hope it might help some other Mayflower owners:

Visit www.oldclassicar.co.uk

Go to Forum then to Search

In the Search for Keywords Box write: Repair a Smiths Heater

In the Search for Author Box write: roverdriver

Click the 'Search for all terms' button

Hit the search button at bottom of page

Regards

Carl Stevenson (527)

FOR SALE**2 x Rear Light Pods £20**

K Stewart

Mediabus1@aol.com

07885 718687

Northern Rally

Please put the date in your diary for the Northern Rally at Ripon Classic Car Gathering at Ripon Racecourse on **Sunday, July 30**, where we would like to see as many Mayflowers that can make it for this traditional event.

Annual Rally 2017

by Chad Brown, Rally Secretary

IT IS THAT time of the year once again when our thoughts turn to our annual rally, that great event that brings us all together from many parts of the country and in fact the continent as last year when we had the presence of our Editor, Nico ten Wolde.

We seemed to be in agreement that it was a good rally enjoyed by all and the weather was kind to us, the organisation and planning paid off.

The important date for your diary is Sunday, June 11, please do your best to be there (satnav post code is WR9 7EA).

The hall itself is a rather imposing William and Mary style country house, garden and park dating from the 18th century and we have been offered the grassy areas that line the drive to the main house entrance to display the Triumphs and it should look splendid.

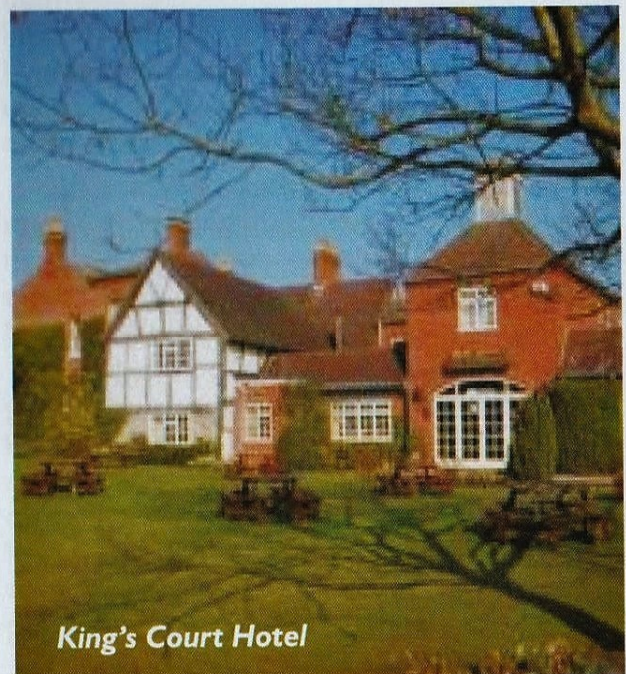


Hanbury Hall

Many thanks to Tim Newing of the Triumph Roadster Club and I am aware that there were many other contributors from all three participant clubs, the Razor Edge and ourselves the Mayflowers, but Tim deserves a lot of credit for his enthusiasm and forethought as he does this year.

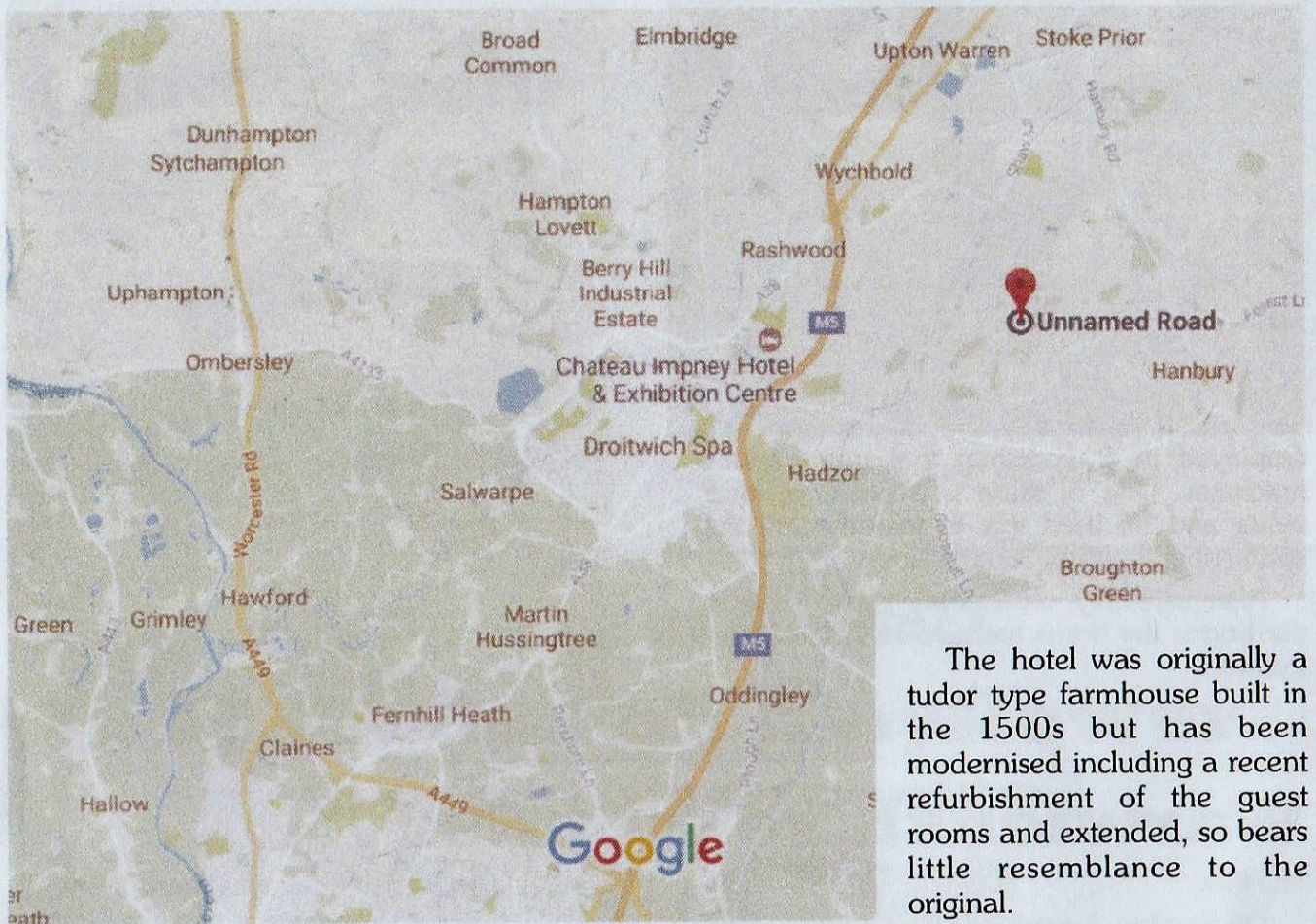
The satisfaction we got at the conclusion of the show led us to make a further commitment for this year, so once again in the good company of the Triumph Roadster Club and the Triumph Razor Edge Club, the Triumph Mayflower Club have agreed to share our annual rally for 2017.

It will be held this year at the National Trust property at Hanbury Hall near Droitwich and we are hopeful that this location, rather further north and west than Hatfield House, will be more convenient for many of you.



King's Court Hotel

FLOWER POWER



The hotel was originally a tudor type farmhouse built in the 1500s but has been modernised including a recent refurbishment of the guest rooms and extended, so bears little resemblance to the original.

Arrival times for the rally on the Sunday will be around 10.30 am onwards with the usual judging etc in the afternoon. The dinner the night before will be at the King's Court Hotel, 11 miles drive away near to Alcester, down a decent and fairly quiet 'B' class road and should be a good run for our cars on the morning of the rally.

There will be an area of gravel especially cordoned off for our use. Rooms are available to book now. Just phone the hotel on 01789 763111 and give them our password which is TRICAR. Double rooms are £75 per night (bed and breakfast); and single rooms are £65; and the dinner for Saturday evening is £20 per head.



Letters

Horn brackets

Dear Members,

The horn mounting brackets on my vehicle were in a sorry state of repair to say the least. One of them was actually non-existent and the horn was just resting in the space behind the grille!

My friendly mechanic took the remains away and returned a few weeks later with some new parts! Apparently, he knows someone employed in a workshop that runs various machines. One of these is a powerful laser cutter and he used this to manufacture the spring steel "butterfly" components.

After assembly, undercoating and fixing to the horns, the horns are now ready to be re-installed.

Regards
Bryan Stevens (1216)



Warwickshire wander ...

Hi Nico,

On Sunday, August 7, 2016 a lovely sunny day heralded another vintage adventure. Sadly the Mayflower was not performing well enough for a run, so the 1935 Austin Ten/Four Lichfield Saloon was called into action.

On arrival at the Mary Ann Evans Hospice in Nuneaton, Paul Burgess' wonderful Mayflower (NKA 947) was there representing the club.

After a pleasant run through the country roads of Warwickshire, we ended up in Nuneaton town centre, to enjoy the transport extravaganza.

The following Sunday was Retro Warwick, so the Austin deputised again, and after doing a few laps around Warwick, trying to find the entrance to the main square, we eventually parked and a splendid sight greeted us of two Mayflower's, Paul Burgess' (NKA 947) and John Castle's (ODV 692).

The occasion was the first outing for John's Mayflower after a lengthy period in the workshop. The two cars were pride of place in amongst the wide variety of classic vehicles on display, with plenty of interest from every man and his dog.

John Banks (member 1179)



Letters

Another new member ...

Dear Sirs,

I have just purchased a 1954 Mayflower which has spent the last 30 years in storage. I intend to recommission it to roadworthy condition.

I attach a recent photograph and would like to become a club member.

Regards
Michael Bray



Michael's very nice collection

FOR SALE IN WALSALL

1952 Triumph Mayflower in comet blue, running



Recent engine overhaul by engine specialists
Complete new braking system November 2016
Chrome work very sorted

Interior dark blue leather — front seats new, back seat original

Original valve radio / heater / history / workshop manuals

Original non-transferable registration / solid car

Running gear no problem

£3250

For more information and photos please

e-mail johnchoaker@btinternet.com

or phone 01922 633042

Letters**Hinckley
Classic Motor
Show**

Dear Nico,

When John, Chad and myself arrived at the monthly evening meet in Hinckley in August with our posse of Mayflowers (see last issue) the organisers invited us to book in for the annual Hinckley Motor Show also to be held in the town centre, on Sunday September 18.

We were promised a reserved prime spot in the market place if we arrived and registered by 8:30am. In the run up to the show we were featured in the local paper, the *Hinckley Times*, which said:

"Of the hundreds of entries received so far, many will be of real interest to enthusiasts. These include three 1952 Triumph Mayflowers — a very rare occurrence in the UK."



On the day, we again met at John's house in Hinckley, travelled in convoy to the market place and managed to get registered and parked up in our reserved places by just after 8.00 am.

It was a good job we arrived early as by 8.30 we were told there were queues of classic vehicles on all of the approaches to the town centre.

One owner I spoke to at about 8.45 told me he lived about three miles away and it had taken him nearly an hour from leaving home.

It also gave John time to have a quick tinker with Chad's Mayflower, which is still suffering from a suspected head gasket problem, and Chad to visit a local hostelry for his breakfast.

Paul Burgess (1200)

The story of HTH 719

by Paul Norton, Treasurer

I HAVE OWNED the car since 1985 — over 35 years — other cars have come and gone but I am still amazed at how many people remember this little car considering only 34,000 were built in three years — how they learn to drive in them or their teachers owned one.

I first saw the car in a back street garage in my home town of Bromsgrove. I had left the motor trade and was looking for a project to keep my hand in so to speak but I had never heard of the Triumph Mayflower!

A good friend recommended it as a model worth looking at and at first I wasn't sure — being black I thought it looked like a London taxi or a hearse as my friend put it but a second visit sealed it and I had to rescue it.

The car was towed home as it was not running — the fuel tank was out and the head was cracked — but I was hooked. Luckily my friend was a sprayer by trade and it was

restored over a five-year period with only minimal welding to the sills and jacking points.

It was sprayed mainly outside in the front garden and I think the white wall tyres were a reaction to the taxi lookalike jibe.

The car won the Concours Award at the Triumph Mayflower Rally two years in a row. It has been regularly used in the summer for steam rallies and country shows in the Midlands over the last 30 odd years, only off the road in the bad winter months when there is too much salt on the roads.

All those years ago I did try and research its history but not until the last couple of years have I seriously got round to it. My daughter will inherit the Triumph one day, so I would like to properly trace the full history of the Triumph Mayflower.

Here is the story so far: The car was sold in 1953 by Frank Jones and Sons — Triumph and





Avoncroft Museum of Buildings, Bromsgrove

unfortunately, he cannot remember who he sold it onto but the Neath area was mentioned.

The log book ends in 1967 and nothing is recorded with DVLC until I applied to register it in 1985 (I originally had an age related number: TSV 520 but managed to get HTH 719 back when the law changed).

Standard dealers — from their premises in Vaughan Street, Llanely.

In the log book the first owner was a Miss Davies. She had the car looked after by F. Jones, who eventually persuaded her to trade it in for a Triumph 1300 Dolomite in 1967 (when she died the 1300 was found in the garage with both front wings rotted through, as they did). I am in touch with a neighbour of the owner who worked on the car at F. Jones and he remembers the car and the lady quite well.

Wooden blocks

She was very little and had wooden blocks on the pedals (the holes are still there!). She sometimes used a chauffeur to do the driving when she visited relatives in Birmingham — just up the road from me. He also used to do the interim service for her in the pit in her own garage.

The car returned to F. Jones and was sold on to another owner in the Port Tennant area, possibly until 1976 (second owner in the log book). The car then moved on in quick succession to two local owners bringing it up till about 1978/1980.

I have been in touch with the last owner but

The car first turned up in Bromsgrove in the early 1980s with a local trader but eventually ended up in a car salvage yard. I have been in touch with the owner of the yard and he says that the only reason it was not weighed in for scrap was that when he connected the petrol pipe to a bottle (the tank was leaking around the plug, which I eventually had to get welded) the car started up and ran fine. It was eventually sold on to another local mechanic from who I bought it off.

I am at the present moment the tenth owner of the car but how it ended up in Bromsgrove from South Wales I will probably never know but the quest still haunts me.



Concours Winner 1991 Stanford Hall

Replacing the Dashboard Control Knobs

by Michael Hudd (119)

WHOEVER SAID that plastics would outlast us all had clearly never owned a Triumph Mayflower. Because over the years I've watched with despair as the effects of light and heat gradually reduced my car's dashboard control knobs to objects closely resembling King Tut's fingers.

Yes folks there was nothing for it, I simply had to contact our own Brian Redshaw and purchase a complete set of modern replacements.

Well the order was placed and in due time an excellent assortment arrived, exactly the right colour and finished to a very high standard. Now came the problem. How on earth were these knobs to be fitted?

I suppose I'd vaguely hoped that they might all have screwed on like the heater control, or perhaps a set of instructions would have come along with the parts, but it was not to be. So instead I set out to discover things for myself.

Beginning with the starter control, in point of fact the easiest to remove, I soon discovered a hole at the base of that knob containing what appeared to be a fixing pin. One mirror and a stiff neck later I'd satisfied myself that all the knobs, plus the ignition/lights controls, were secured in the same manner.



Now with the old starter knob held in a vice I managed to tap this pin in using a small metal drift and then succeeded in pulling the cable free. As you can see what I discovered was a six sided metal insert which remained fixed to the plastic knob thanks to a tiny metal leaf spring.

In principle this held the pin always proud of the surface so all you had to do was depress it;

slide the insert inside the hole at the back of each knob; and as soon as that pin came to the securing hole it would spring out and make everything secure.

Alas over time the spring had simply rusted to dust so another method of fixing would have to be employed. It then occurred to me that the now redundant pin was very close in size to some 4m machine bolts I happened to have in stock.



So after carefully drilling out the hole in the plastic so one of these would slide in and out freely I cut a 4m thread into the metal insert. As an unobtrusive fixing was required I simply cut the head from each bolt, carefully added a screwdriver slot with a hacksaw and turned them into grub screws.

As you may judge the result appears quite professional with the added bonus that as screws secure the controls future removal should be an easy task.



continued on Page 16

FLOWER POWER

As I said the starter control I removed completely before working on it but it is just as easy to remove the old knobs *in situ* provided you do so with great care.

First detach the black plastic dashboard cover, this is held on with four large brass wing-nuts. Then gently and I mean gently, cut away at the old plastic with a junior hacksaw. As soon as you feel metal to metal contact stop!



After a few cuts it should be possible to pry away at the old plastic with a screwdriver bit and detach it piece by piece. After this it's just a matter of cleaning up the metal with wire wool and cutting your screw thread.



The ignition/light switch still used the same loaded pin arrangement to retain its plastic surround but here a more robust circular spring was employed.

This I found still viable so using a small "G" clamp and copious amounts of WD40 I worked the pin in and out until I was able to slip the new cover in place.

As I said before, the heater control just screws into place. After that it's simply a case of cleaning everything up and reassembling.



A FEW MORE PICTURES FROM STORIES INSIDE



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Newly fitted brackets — Page 10



John Banks' Austin 10/4 — Page 10

TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

01-02-16

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 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2018.

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 \$41.00.

_____ Signed _____ Member number _____

My email address is _____