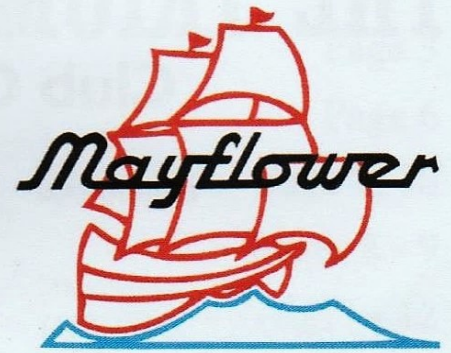


Triumph Mayflower Club

TRIUMPH



CLUB

AUTUMN ISSUE 2017 No. 159



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2017-2018

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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: Paul Burgess' Mayflower at the Oadby Town Motor Fest held on August 13, 2017

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.



Cover picture from an early 1975 Flower Power

Editorial

Dear club members,

Firstly, I would like to specially thank Paul Burgess for all the articles he has written for this edition of the *Flower Power*. Paul is the main contributor to this magazine! Many thanks Paul!

Paul also taken over the spares secretary's job from Brian Redshaw. I would like to take the opportunity to thank Brian for all the years he has taken care of our spares. I would also like to thank Paul for taking on this important job to keep our Mayflowers up-and-running.

Over the last few weeks I have been working on my Mayflower during the weekends and evenings to finalise all those little things that still needed to be done.

I have to say it is really satisfying to repair or fix the little things that you never fix because you'll only notice them when you're driving the car.

A rattling door, wing mirrors that don't stay in place, a non-working radio and a trafficator switch that wasn't really working very well, etc.

Things that you forget as soon as you step out of the car but you are reminded of as soon as you drive the car again. I decided to have a go in the Mayflower on my own, just to realise which tiny little things needed to be fixed.

I wrote everything that needed attention down on paper and fixed them over the last few weeks. What a difference it makes! I took the Mayflower to work on a Monday morning to enjoy all the little improvements and also really enjoyed all the thumbs up of the people seeing such a car in the middle of modern day traffic (jams). I never realized that these tiny little improvements can make such a huge difference!

National Rally

On page 13 of this *Flower Power* Chad Brown shares some thoughts on next years' rally. Please write down the date (Sunday, June 17, 2018) in your agendas to make sure you can join the rally. In my opinion, it would be lovely if the club could organize a tour with our Mayflowers through the English countryside the day before the rally.

I know it has been summertime and everyone has been "busy" with holidays, driving and/or working on their Mayflowers. As the days become shorter again, please try to find some time to write down your Mayflower related stories. We really need you input to keep this magazine alive.

*Happy motoring
Very Best Regards
Nico ten Wolde*

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are January 10 and March 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

1234 / Due to the new data protection regulations
1235 / (GDPR), this item is not currently available.

1948 Triumph Mayflower For Sale

Prefer to sell whole car
Will consider parting it out.
It would make a good
restoration project as I
have put a battery in it and
it does crank

*You can contact me at this
email address:*

quickpace1@charter.net

*Only serious reasonable offers
considered
Carl Zetterstrom*

Chairman's report

by John Castle

FIRST I WOULD like to thank all the members that brought there Mayflowers to the rallies this year, one at Hanbury Hall and the other at Ripon, a big well done.

Secondly, a thank you to Paul Burgess for taking on the Spares Secretary's job from Brian Redshaw who has done a very good job over the years but he needs time off now.

Paul, Chad Brown and myself have found space with the TSSC at there head office in Lubbingham. We think the spares will be transferred some time in September.

I think that we will have to merge with clubs like TSSC or the Renowns to keep going in the future. What do you think of that?

I would like to thank the TSSC for there help and support with our move and finding a space for Chad's spare Mayflower. Thank you again.

Winter well and get your cars up and running for next year regards.

WANTED

To really finalise the restoration of my Mayflower I am looking for the following parts:

- * REAR BUMPER
- * WHEEL BRACE
- * PETROL CAP
- * RADIATOR GRILLE

Please send me an e-mail/give me a call if you have any of these parts available

Nico ten Wolde
nicotenwolde@me.com
+31 653947739

TRIUMPH MAYFLOWER CLUB REGALIA & MANUALS

MUGS	£5.00
T SHIRTS	£10.00
POLO SHIRTS	£15.00
SWEAT SHIRTS	£22.00
PEN	£3.00
BINDERS	£6.00
CAPS	£8.00
MOUSE MATS	£5.00
WOVEN BADGE	£3.00
KEY FOBS	£3.00
STICKERS	£1.00
LAPEL BADGE	£3.00
SERVICE MANUAL (only 3)	£35.00

Also have Magazine Binders and Car Badges

Available from:

John Castle 01455 613041 or john_castle@btinternet.com

Parts and alternatives booklet

Dear all,

I am currently updating the Parts and Alternatives booklet with info kindly provided by Russ and Wally. If you have any other additions/modifications/corrections please let me have them for inclusion.

I would also like to compile a list of suppliers/re-manufacturers for Mayflower spares to make available to members. If you have used any or know of any please let me have their contact details with some idea of what they can supply.

Regards
 Paul Burgess
 Pburgess1956@gmail.com



Two pictures of Paul Burgess' and John Castle's Mayflowers side by side at the Market Bosworth County Show (above) on Sunday July 2 and the Ulverscroft Manor Summer Fete (left) on Sunday July 9

John Castle's and Paul Burgess' cars at Middleton Hall, near Tamworth on Sunday September 3 (Right)



Letters

Help me please

Hi,
I don't know if anyone can help me. My father owned a Mayflower in the early 1950s in Limassol, Cyprus.

It was transported us back to the UK and then back to Cyprus in 1954. In 1956 my mother, sister and me were sent home because of the troubles. Not long after my father was caught by a steel wire stretched across the road, he was okay but it totally wrecked the car.

He gave the wreck to a friend who owned a garage: Farid Aghini (spelling?). He restored the car and sent us a picture. In the early 1960s in a doctor's waiting room in Bromley, Kent, my father found a letter with the story from Farid in a copy of *Autocar*.

I know that it is a long shot but I wondered if anyone in your club knows what happened to the car. I cannot trace Farid because of the changes since the island's partition and he would by now be long dead.

Thanks
Jim McCabe
Tel : 07767 882015
Email : maccabeej@aol.com



Good afternoon Jim,

Thank you for your e-mail. We are a small club with 120 members throughout the world. However, I shall send your e-mail to our editor for inclusion in the next edition of our magazine — *Flower Power*. There could be a possibility of tracking down your doctor's waiting room *Autocar*.

Fingers crossed, with regards
John

Hi John

As I have heard no more, I assume that nothing turned up. Just for interest I attach two pictures of the car sent to my father by Farid. One after restoration in a single colour and a later one in a two tone which Farid painted.

Thanks anyway
Jim McCabe



FOR SALE

**2 Carburettors
30FA10
Spares or repairs
£25 each**

**1 Dunlop 590 x15
new old stock tyre
£35**

**Spare parts book
£30**

Further details:
Kevin Stewart
07885 718687
mediabus1@aol.com

New Spares Secretary

AS THERE HAVE been no other offers to take over from Brian Redshaw as the club's Spares Secretary, I volunteered to take on the role if somewhere can be found for storage.

John Castle, Chad and I have looked at some possibilities and have concluded with other members of the committee that the best solution available is to accept an offer from the Triumph Sports Six Club (TSSC) to rent some space at their headquarters in Lubenham, Leicestershire.

The cost equates to about the same as renting a single garage but it has power, racking and is heated and the HQ is staffed and open 9.00 am to 5.00 pm weekdays and on Saturday mornings.

They have also given us space for TMC literature in their library and have offered space in their museum for a Mayflower.

If all goes to plan we hope to move the club's stock of spares from Brian's home in Darlington

during September. This will then need sorting and cataloguing.

I would hope to be able to produce and circulate a stock list by the end of the year. My aim will be to acquire and make available the hard to find items we need to keep/get our vehicles on the road and to provide a list of suppliers for other items.

If you have any surplus spares you want to donate/sell please get in touch. If you are going to be bidding for items on eBay **please let me know in advance** or I may end up bidding against you!

I would also like to hear of any suppliers you have used for spares or re-manufacture so they can be added to a suppliers list.

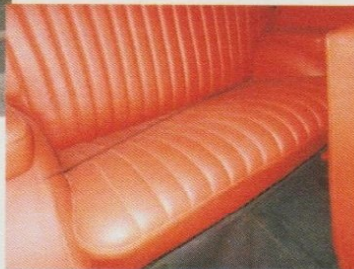
Paul Burgess
14 West Street, Blaby
Leicestershire LE8 4GY
Pburgess1956@gmail.com

COMPLETELY RESTORED TRIUMPH MAYFLOWER FOR SALE



First registered on 7th May 1953. Registration number LUY 622. Black with red upholstery Reupholstered and resprayed. New battery fitted 2016. In good working order. Not been on the road for five years, stored inside

£3500



Also for sale are:

- * Driver's Handbook
- * Service and Repair Manual
- * Complete Back Axle & Gearbox
- * Headlight Rim & 4 Chrome Wheel Discs

Further details available from:

Tony Kent on 07971 606102 (Ashbourne, Derbyshire)

Members contact list

AT THE last AGM it was thought a good idea to produce a list of members with where they live and include their e-mail addresses. This, it was thought, would give members the opportunity to get in touch with any Mayflower neighbours who live near to them.

The list is fairly complete but if you are the owner of a missing piece of information please get in touch with me (John Oaker) in order to add your information to the list. Any mistakes — please do the same!

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Northern Rally report

by John Banks

SUNDAY JULY 30 marked the date on the calendar for the Northern Rally. It was Ripon Old Cars Classic Gathering at the race course, with the Mayflowers booked to have their own stand. The weather forecast was not very favourable, a typical British summer's day!

After an early start and with modern power, the Chairman and I arrived in good time but the vintage power of Chad Brown's Mayflower (617 YUA) beat us, to be first to arrive! (He had been staying near by, so didn't have far to come!)



The feather flag was constructed to announce our presence and direct the cars to the correct position. The club gazebo was pieced together and luckily in place before the first rain shower of the day.

Michael Clement from Selby was in attendance but sadly without his Mayflower, due to engine problems, so his lovely Morris Minor 1000 was an honorary Mayflower for the day.



The next arrival was Dave Gibbs, in his two tone vehicle that had travelled from Hull, a great sight to behold. The space was starting to fill up, but still room for more.

After sheltering from the elements, the third Mayflower arrived just as the sun was trying to break through the clouds; it was Steve Watts, who had come from Beverley. Once parked up it was time for their picnic brunch and a spot a tea, with a clever use of the circular holes in the boot lid as a tea pot holder.

The final vehicle to appear from Bradford, was Alan Kormes in his

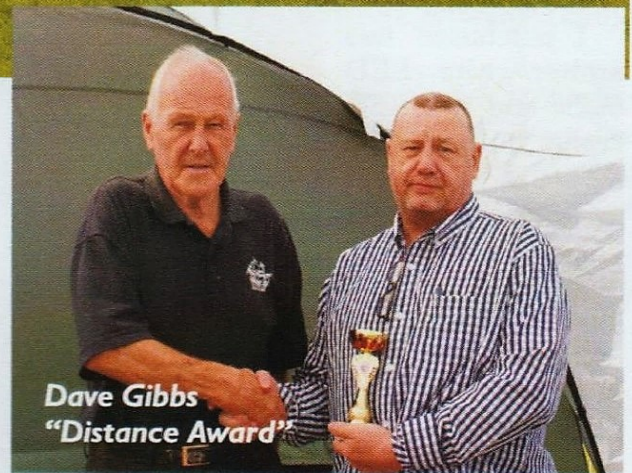
FLOWER POWER



newly restored black car. Inside and out, it was a wonderful sight to see.

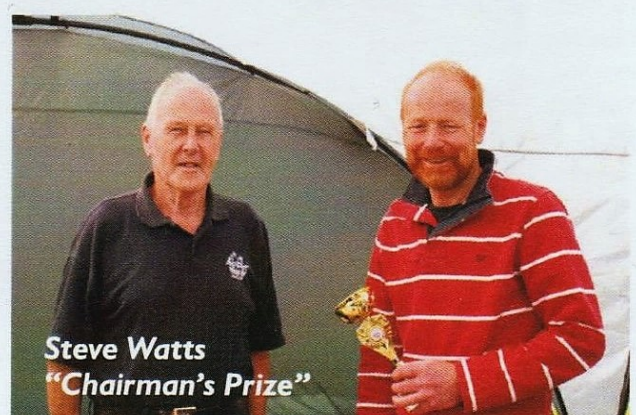
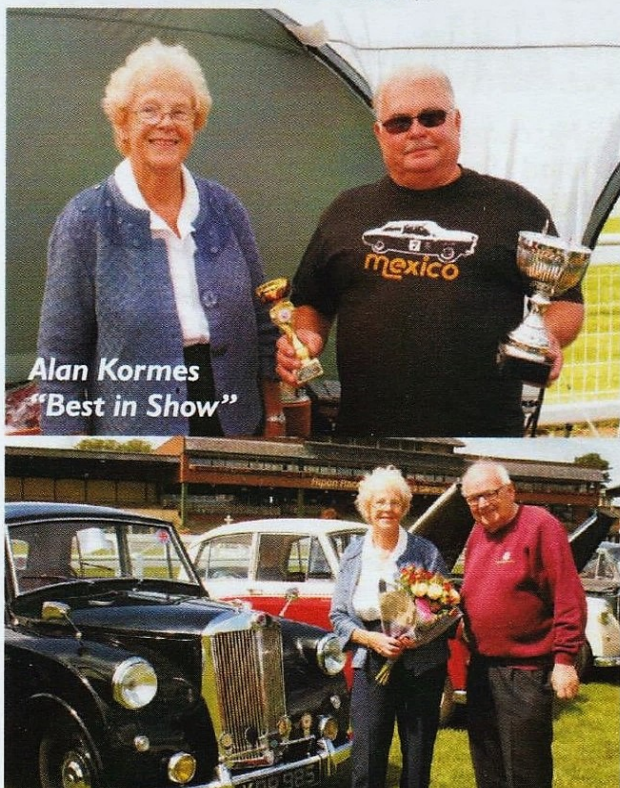
All four Mayflowers looked great at Ripon race course, a different kind of "horse power" for visitors to see!

With bonnets up, inspection and judging of the cars took place, and the potential of three awards to win. We were honoured to have Susan Benfield present the "Peter Benfield Memorial Trophy" for the best in show, which went to Alan Kormes (KOR 985).



The distance award was won by Dave Gibbs (MSK250) and Steve Watts (PWJ737) collected the Chairman's prize. Susan Benfield was also presented with flowers by Chad Brown, rally secretary in front of the best in show car, to thank her for being part of the occasion.

I am sure Peter Benfield would have been proud and thrilled to look at the Mayflowers on display and pleased that we were all able to carry on this tradition at Ripon in his name.



Indicators

by Paul Burgess

IN A PREVIOUS issue of *Flower Power* I described how I added some sucker mounted flashing LED indicators with a warning buzzer front and rear to supplement the trafficators. I recently made some changes to this installation which I think are an improvement.

I have replaced the front sidelight bulb holders with stop/tail bulb holders as fitted to the rear of the Mayflower (new rubber boots are needed as well).

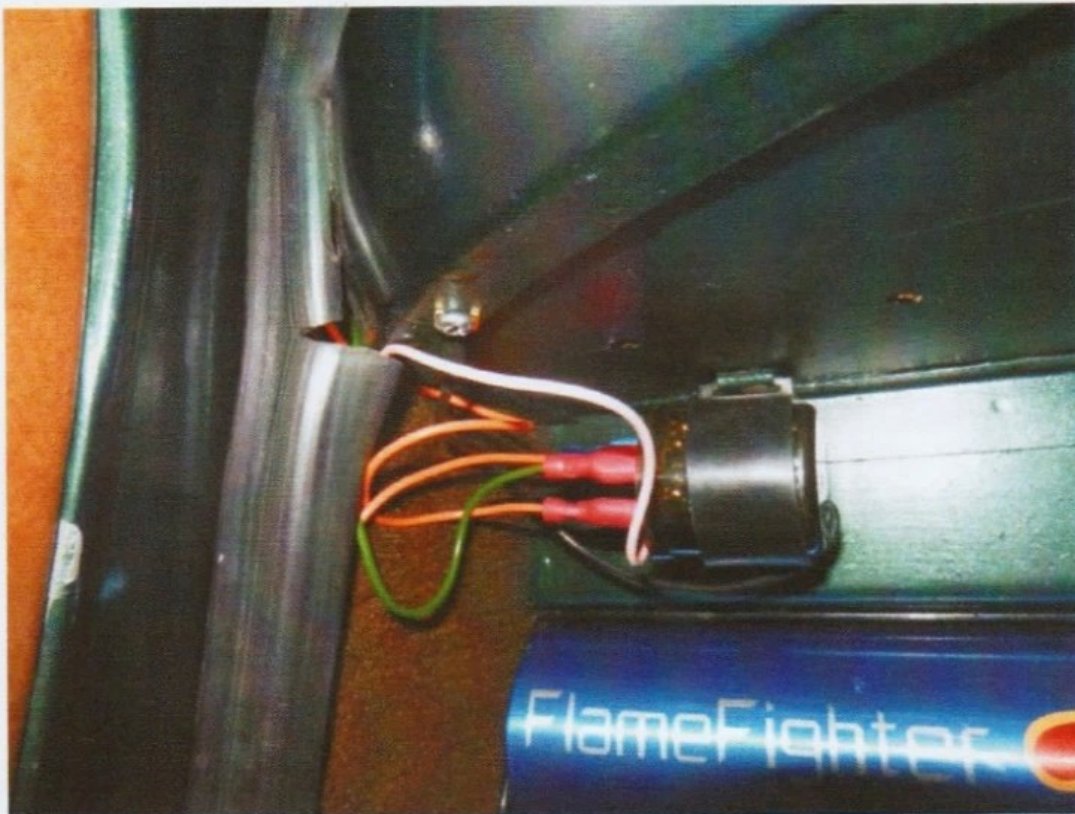
I purchased two amber/white LED bulbs and two LED flasher units with an audible click. I mounted the flasher units under the front parcel shelves and fitted a warning light under the top lip of the driver's side parcel shelf.

As before, power is taken from each trafficator to the appropriate flasher unit and the unit then wired to the new front and existing

rear LED as well as the warning light. So I now have sidelights at the front which flash amber for indication as well as being a normal white sidelight.

Although I carry a magnetic based revolving amber light for use in emergencies I am now thinking about how to modify the indicators so that they can also act as hazards.

My initial thought was to add a common switched power line to each flasher unit but



there is no guarantee then that the lights on each side of the car will flash in synch.

My current thinking is that I will have to add a third flasher unit connected to all four indicators.

Continued from Page 7

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Letters**Electric fuel pump**

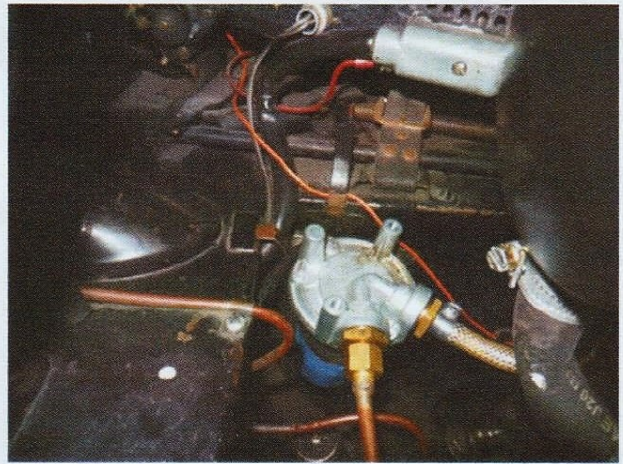
Dear Ed,

Since replacing a burnt out exhaust valve and now being able to achieve the heady heights of speeds of over 40 mph I have noticed that my Mayflower sometimes falters/misses at speeds of 26 mph plus in second gear and 45 mph plus in top gear.

I suspected fuel starvation and the fuel pump, although this had not long been serviced. I decided to fit an electric pump to see if this solved the problem.

I had seen in an old *Flower Power* that a Morris Minor pump delivered an appropriate fuel pressure (1½ psi compared to the 1½ - 2½ psi delivered by the original mechanical pump) so I purchased an after market model.

Fitting proved fairly straight forward. I mounted the pump to the n/s inner wing, used a 6mm flexible fuel pipe and in-line filter to connect to the fuel line from the tank and to the carb, I took the power from the input side of the fuse box and included a 5 amp in-line fuse.



The pump works fine. No more waiting for the fuel to get to the carb when the car's been standing for a few days. I think I might fit a switch in the power feed at some point so the pump can be switched off if I need the ignition on without starting the engine, although I could just take the fuse out.

Unfortunately the new pump didn't solve the faltering issue at 45 mph plus. However the new opaque fuel line seems to be indicating that air is getting in to the supply somewhere prior to the new installation.

Paul Burgess (1200)

Letters**Whatever happened to LGB 861?**

Dear Ed,

I wonder if any members can help me on this one? I bought my 1953 grey Mayflower from a lady at the Bridge of Earn in Perthshire for £30 in 1975.

It was driven back to Leven in Fife and many pleasurable adventures ensued. Shoved unwillingly into retirement in the early 1980s, it lay, languishing in the garage at Lundin Links while I worked in London.

During this period I inadvertently completely missed the infamous reregistering period when we had to declare or reregister these vehicles. I was simply not there.

LGB 861 had to be reregistered and it duly was but I can't for the life of me remember what

the new registration number was! Time does this and no pictures exist of the new plate.

All I can remember is that at some point at the end of the 1980s, a local mechanic, Jim Danton, bought it (I was now working in Glasgow) and brought it up to pristine condition — thank you Jim — where it even appeared in a couple of local classic shows. It may have been resprayed but I'm not sure about this.

My question is simple. Where is this car now? Does it still exist?

I have long ago lost touch with Jim. I live in Devon these days. Did any of our members take delivery of a Mayflower from Mr Danton from the Leven/Lundin Links area of Fife? Perhaps it is still in the area. Who knows? Shall we ever know?

Any info from fellow members would be helpful so thank you all in advance.

Best Wishes
Gary McBar Maguire (291)
Gmacbar@hotmail.com

Letters**Fitting new quarterlight rubbers**

Dear Ed,

The job of fitting the new quarterlight rubbers purchased from Leland eventually made its way to the top of the to-do list the other week. The front rubbers posed no problem. I removed the hinge pin screw at the top and manoeuvred the vent out of the frame.

Stripping the old rubbers out was easy enough (no adhesive used on fitting). Inserting the new rubbers was a bit hard on the thumbs — use plenty of washing up liquid — but was pretty straight forward.

The front diagonal could probably have done with being about ¼ inch longer. I didn't



use any adhesive and the new rubbers hold in fine.

Rear rubbers

The rear rubbers were not quite as straight forward. There being no obvious way to remove the vent I consulted the body manual. It indicated that taking out the whole rear window and then dismantling it was needed to get the vent out of the frame.



I thought that this was a step too far and decided to cut the rubber to fit around the hinge pins. I got away with cutting half way through at the bottom (inside to pin hole) but had to cut all the way through at the top.

Once fitted, I used windscreen sealer/adhesive to reseal the cuts. Again no adhesive was needed to hold the new rubbers in.

Regards
Paul Burgess (1200)

WANTED **YOUR CONTRIBUTION**

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

Arrangements for next year's rally

by Chad Brown, Rally Secretary

AS OUR GLORIOUS summer, at least in parts, begins to fade I want to share with you some thoughts about next year. For the past two years we have shared our Annual Rally with both the Triumph Roadster Club and the Razor Edge Club and had a couple of wonderful displays of Triumph cars.

This formulae and the considerable help with the event has been satisfactory. We have decided to follow this pattern and I am delighted to bring you advance news of the 2018 event.

As a devoted fan of Gilbert and Sullivan comic opera this situation reminds me of a plot but at the time of writing cannot just remember the opera. But the facts I am about to relate concerning our gathering next year are a little short on precise detail but never was a more certain event going to take place but exactly where will have to come at a later stage.

Buckinghamshire

What is not in doubt and for your diaries it will be Sunday, June 17, 2018 and will be held jointly with the Razor Edge and the Roadsters. It will take place at a National Trust property deep in the heart of Buckinghamshire and the festivities can begin on the night before the event (June 16) at a 15th century coaching inn just five miles from the site of the rally.

There is some talk of visiting continental members who may wish to extend their visit, perhaps before Brexit in case they won't be allowed in at all, but nothing yet is planned and the natural extension would be to organise something on the Saturday.

At this stage that is as much advance information I can give you and hope it will be helpful in planning the New Year.

I would like to reflect if I may on the awards that we give out at these shows and particularly the Chairmans Cup. This is the one award that is given entirely at the discretion of the Chairman, usually in association with some work for the club or perhaps longevity of association etc.

It is always well received by those like yours truly whose car is not going to be in for top prizes of any kind and I have been honoured with the presentation on two separate occasions.

This year the cup was presented to John Banks and it was well deserved. For many years now John has done some sterling work in the background, presented more photographic entries in *Flower Power* than anybody, produced our laminated programme for the national and northern rally, produced the information displayed on "Little Nell" and navigated and accompanied me for many thousands of miles.

His helpfulness and service to the club in design of our latest flag and his regular positive good natured influence makes this award so appropriate although John himself does not own a Mayflower.

Thank you John and your well deserved presentation had to be photographed by someone else!



John Banks receiving the "Chairman's Cup" at this year's National Rally

Specification of



- The STANDARD VANGUARD ●
- The STANDARD ESTATE CAR ●
- The STANDARD 12 cwt. DELIVERY VAN ●
- The STANDARD PICK-UP TRUCK ●
- The TRIUMPH RENOWN ●
- The TRIUMPH MAYFLOWER ●
- The MAYFLOWER DROP HEAD COUPE ●
- The TRIUMPH ROADSTER ●

Issued by THE STANDARD MOTOR CO., LTD. COVENTRY, ENGLAND
OCT. 1948

BRIEF DESCRIPTION.

Two-door, four-light, knife-edge, four-seater saloon. Steel panelled, rust-proofed by Bonalizing process and fully dust-proofed. Fitted with Tripflex toughened glass. Flat screen. Pivot-type door handles. Easy-close doors hinged on front pillar.

Engine :

Number of cylinders	4	
Bore of cylinders	63 mm.	2.48 in.
Stroke of crank	100 mm.	3.94 in.
Capacity	1,247 cc.	76.1 cu. in.
B.H.P.	38 at 4,200 r.p.m.	
R.A.C. rating	0.9 h.p.	

GENERAL DIMENSIONS.

Wheelbase	7 ft. 0 in.	2,134 mm.
Track :		
Front	3 ft. 0 in.	1,143 mm.
Rear	4 ft. 0 in.	1,219 mm.
Ground Clearance (laden)	7 in.	178 mm.
Turning circle	34 ft. 0 in.	10,365 mm.
Overall Dimensions :		
Length (normal)	13 ft. 0 in.	3,970 mm.
Length (boot lid open)	14 ft. 0 in.	4,267 mm.
Width	5 ft. 2 in.	1,575 mm.
Height (unladen)	5 ft. 2 in.	1,575 mm.
Weight—Dry (excluding extra equipment)	17½ cwt.	965 kg.
Weight—Complete (including tools, fuel oil and water)	18½ cwt.	955 kg.
Tyre size	5.50—15 in.	

Replacing those window strips

by Howard Pryor, 551 (originally published in 1993)

AT THE Annual Rally at Highclere Castle last July (1992), interest was shown in the replacement window strips that I had fitted to my car. I promised there and then to try to make an instruction sheet showing how to do it.

Here are the results with the help of a friend, Mike Skinner, who did the sketching. I hope the information can be followed fairly reasonably, but if not then members may contact me, at reasonable hours, and I will be glad to be of assistance. The tools required can be simply made.

STEP 1:

Using a piece of metal approximately 30cm long 2.5cm wide and 0.5cm thick, bend in half to a 90 degree angle.

STEP 2:

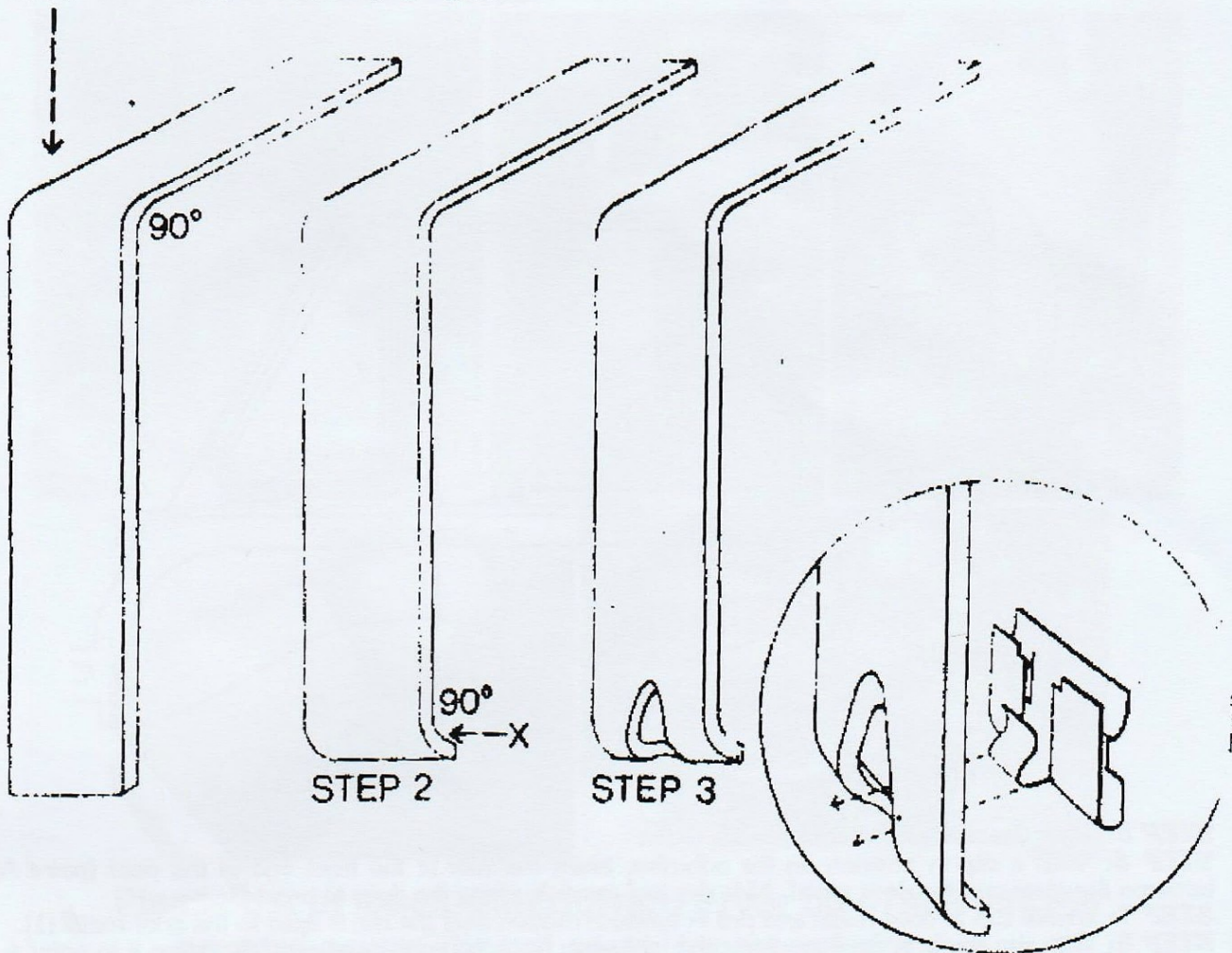
Bend approximately 0.5cm of one end, through a 90 degree angle, making sure that the depth at point 'X' is not more than the maximum depth of the spring clip.

STEP 3:

Using a file or grinder, grind at an angle, an aperture to accept the spring which projects from the clip (Step 3a). Making sure that the spring has enough freedom of movement to be released during Step 8.

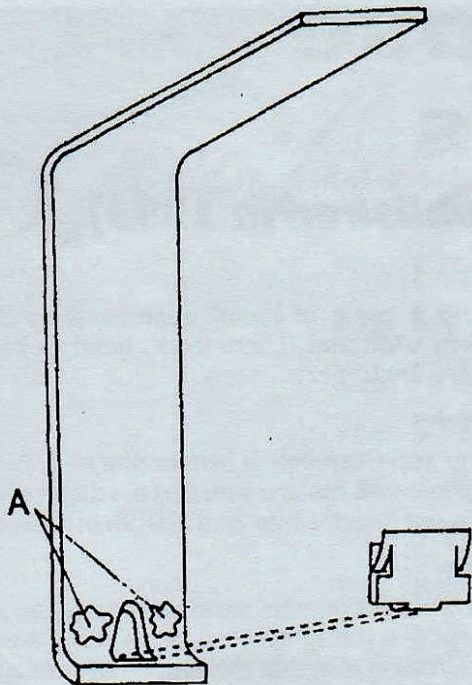


STEP 1 30 x 2.5 x 0.5 CM

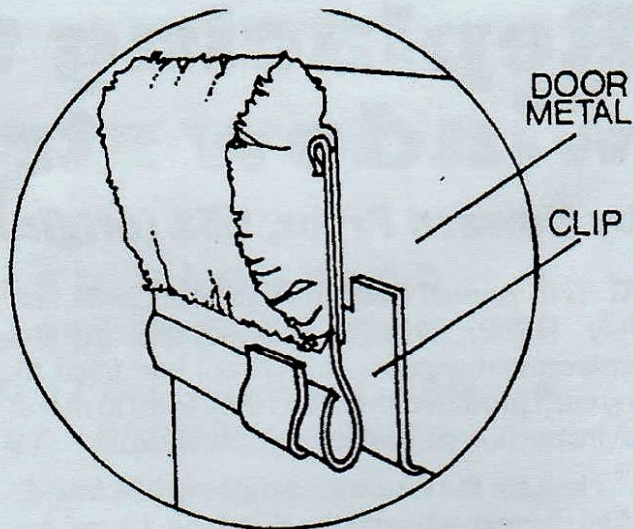


STEP 3A

FLOWER POWER



STEP 4:
In order to hold clip in position on tool, apply contact adhesive to inside of bend (point A) and allow to dry. Apply clip to tool as shown, making sure that the spring fits into the aperture. Repeat adhesive procedure as necessary during Steps 6-9.

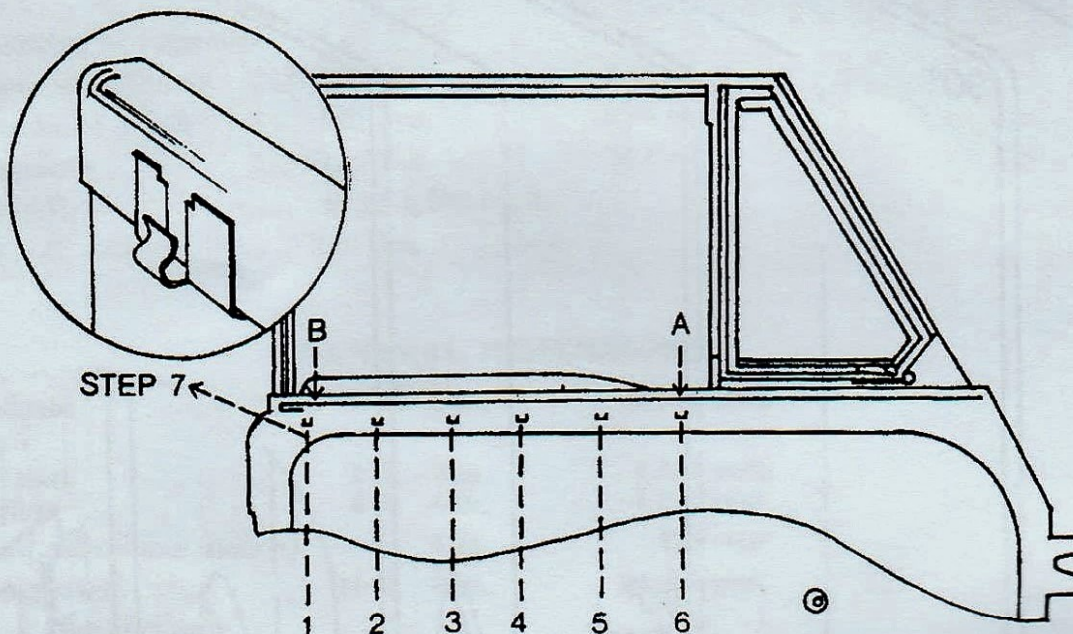


STEP 11

STEP 9:
Repeat Steps 6-8 both sides of glass in turn, fixing clips at points 2, 3, 4, 5, 6 in that order. Note: Fixing clips out of sequence will not facilitate the removal of the tool.

STEP 10:
Cut weatherstrip 0.5cm shorter than required length. Warning — do not fit the weatherstrip until both sides of the glass have got all the clips fitted.

STEP 11:
Press home weatherstrip into spring clip.



STEP 5: Wind down window fully.

STEP 6: With a clip in position on the adhesive, insert the tool at the front end of the door (point A) between the glass and the door metal. Slide the tool carefully along the door to point B.

STEP 7: Locate clip to door metal and pull in upwards motion until the clip is fixed to the door metal (1).

STEP 8: With clip firmly in position, jiggle the tool away from the spring and carefully return it to point A, removing the tool as in entry (Step 6).

Triumph Mayflower project For Sale

With ALL parts to finish including some pretty hard to get original parts like bumpers, overriders, original interior cloth, etc, etc. The car body has never been welded and does not need to be welded, it is perfect underneath and on the sills which include all four jacking points. The underside has been scraped back from the original paint and undersealed, the door bottoms have been repaired and are ready for spraying with the rest of the car. Front nearside wing has minor damage where an unknown backed into the garage door. This project has to be the easiest Triumph Mayflower restoration out there, just repaint and assemble with the all the parts supplied. Let me say again, there is no rust on this vehicle whatsoever in the body. It has been off the road and stored for at least 30 years. More pictures and price on request. Have lost the space and will be stored outside under canvas before winter if nobody takes it on unfortunately.



Please get in touch with Howard Pryor on 07956 544168
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