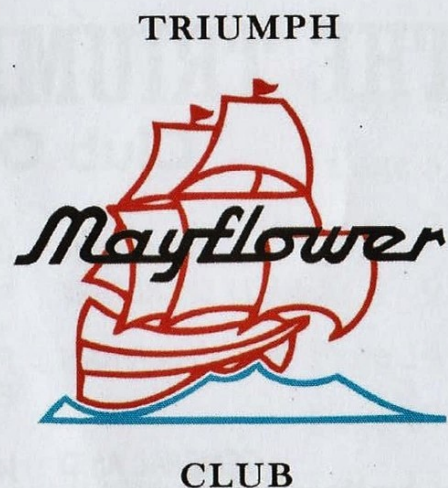


Triumph Mayflower Club



SUMMER ISSUE 2018 No. 161



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: Rob Davies' Mayflower during the "beast from the east" snow storm in early March, 2018

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

TRIUMPH MAYFLOWER CLUB REGALIA & MANUALS

SERVICE INSTRUCTION MANUAL
FIRST ISSUE

Special Offer £25 + p&p

INSTRUCTION BOOK
£10 + p&p

BODY & UNDERFRAME MANUAL
One only £20 + p&p

New stock of FLOWER POWER
BINDERS now in

New design

Club Radiator Badges now in
A limited number of the old design still available

Available from:

Paul Burgess, Spares Secretary

DON'T FORGET OUR

ANNUAL RALLY

TO BE HELD AT

**THE CLAYDON ESTATE
MIDDLE CLAYDON
BUCKS MK18 2EX**

(National Trust)

on Sunday 17th June

*Accommodation available at the
Bell Hotel - 01296 714091
Also Annual Dinner on the Saturday
evening can be booked*

Editorial

Dear club members,

Firstly, as the new Editor of *Flower Power* I would like to introduce myself. My name's Barbara Davies, and I am the proud joint-owner of 'Margaret' the Mayflower (named after an Aunt who kindly left me some money in her Will; thus enabling us to buy the car).

I think I'm right in saying that not only am I the first female editor of *Flower Power* but also the first ever female TMC committee member! (and very proud I am too).

It's all a bit of a family affair at the moment, with my husband Rob having recently taken on the role of 'Website Editor' and my son Andy being the person responsible for building the club's new, and very exciting, website.

Secondly, it would be totally remiss of me to go any further without thanking Nico ten Wolde, who has done a fantastic job editing our magazine for the past 10 years. John Gogay continues as Publisher and my thanks also go to him for editing this issue during the transition.

Now on to what you can expect in this issue: the Website Editor has written a comprehensive piece about the new website. If you haven't seen the site already, please take a look!

Paul Burgess as always has contributed to the magazine, of particular interest is

information he has researched for the club regarding changes to the 'Vehicles of Historical Interest' MoT exemption rules. This is essential reading for all Mayflower owners.

Rob Davies gives detailed suggestions of how to repair the thermostat housing/elbow; as with all articles such as this, it's great that members share their experiences, so that we can all learn from them. *Flower Power* has always provided a wealth of technical information and long may this continue.

I'm delighted to see that Mayflower owners in the USA continue to contribute to the magazine; it's great to see that support for our lovely old car is on-going in the country that Triumph originally hoped would be a major player in the market. My thanks to them for their regular additions.

I look forward to receiving letters and articles from anyone who has something to share, or a question to ask; the more you send in, the more rewarding our *Flower Power* will be.

Happy Mayflowering, Barbara

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1 and January 1. All correspondence should be sent to *Barbara Davies* by post or by e-mail.

Letters

A catch

Hi all,

I was wondering if you can help me, I've attached a picture, I am after the window catch and the chrome fitting missing in the picture, it's sheared off so I need another.



Also I'm after four screws from the hinges on the doors as the heads on some of mine are not good. If you can put this in the magazine please (if we have none in the clubs spares) if you can ask for folk to e-mail me with any help and the prices.

*Cheers, thanks Dave Gibbs
davegibbs1957@gmail.com*

Welcome to new members

1243
1244
1245
1246
1247

Unfortunately we are not able to display members details at present

Chairman's report

by John Castle

Hello to you all and to all our new members "Welcome".

I have just come back from the Annual General Meeting at Lubenham — which as a lot of you know is where our new spares storage is located. I would like to thank once again the Triumph Club for the use of their stores.

Chad Brown was the only member to arrive in his Mayflower for the meeting. It could be his last time he drives it as he is selling it as he is taking a back seat but staying with us as club member.

Thanks Chad for all you have done over the time you have been Rally Secretary and Vice Chairman.

I would like to thank Paul Burgess for taking on the Spares and Regalia and also for doing such a good job moving the spares from Doncaster and organising them in their new home.

There are four main rallies for the club:

- 1) Wroxhall Abbey on May 13 with the Standard/Triumphs;
- 2) Our Annual Rally at Claydon Hall on Sunday, June 17 with the Renowns and Roadsters;
- 3) Lincoln Show with the Triumph Forum on Sunday July 1;
- 4) Ripon on July 29.

Please get your Mayflowers out and dusted off ready and support your club this year with a visit to at least one of these rallies.

Web site

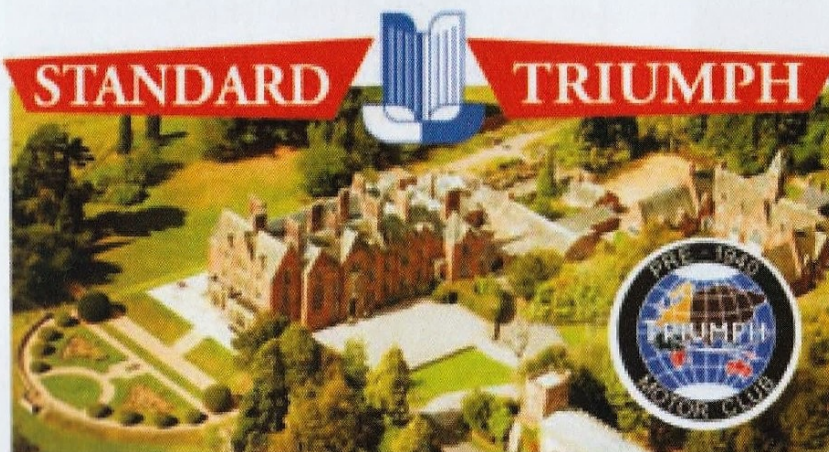
Thank you to Rob and Andy Davies for the web page. I am not very hands on with computers but found our new web site easy to use and interesting. Please support it with any article you may think we all might find interesting.

Keeping it in the family thanks to Barbra Davies for taking the minutes at the AGM and for all her other help.

Hopefully my Mayflower will behave itself for the rallies this year it as been playing up — when it gets hot it miss fires and cuts out and I have had to limp home a couple of times — new plugs are needed I think.

Last but not least is there anyone who knows where the Rally was held in 2015 and who won the trophy?

Happy Mayflower Motoring
John Castle (Chairman)



PICNIC & HOG ROAST 2018
Sun 13th May - Wroxhall Abbey, Warwick.
 Hosted by the **Pre-1940 Triumph Motor Club**

The picnic is to celebrate the 95th anniversary of the first Triumph car, the 10/20, from 1923. **ALL Triumphs & Clubs Welcome**
 The format is simple - turn up in your Triumph (10am to 4pm) with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue. Dating back to the 12th Century and once the country seat of Sir Christopher Wren, Wroxhall Abbey is not only a beautiful country house hotel in Warwickshire, but one of the most historic. Pig Roast TBC.
Wroxhall Abbey Hotel & Estate
Birmingham Road, Wroxall, Warwickshire. CV35 7NB



Letters

An impromptu Boxing Day meet

Dear Ed,

Half way through my family Christmas dinner I got a call saying that as the weather was forecast to be fine a group of die-hards had decided to have an impromptu meet on Boxing Day.

So, deciding I could fit a lunch time meet in before the next family engagement, I set off the next morning for the 15 mile journey to The Barn Restaurant at Willey, Leics.

I arrived at about 11.30 am in pleasant weather and over the next two hours or so about a dozen classics appeared. We all had a good natter and then departed to go back to our respective Christmases. A very pleasant interlude in the seasonal festivities.

Regards
Paul Burgess (1200)

FOR SALE

Roofs/Hoods

Wally Wolentarski has a very good roof for sale, appears blasted and primed
Cut about 4" down on the pillars

No shipping, pickup only

Call Wally at

615-754-5610

Location Nashville, Tenn, USA

I have a roof still attached to the rear body. It is in good restorable condition
(but not as nice as Wally's)

It will need some drip rails repair

Location Summerville, Pa, USA

Phone 814-379-3266

Neither of us know what to ask for them so it is a buyers market

Pics available by contacting

bofaus@windstream.net



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***Vent rubbers**

Dear Ed,

I just received my *Flower Power* and see that you would appreciate an article for the next publication, so here is a short history of our attempt to produce the vent window rubbers.

In 1995 we started to restore our Mayflower and found there were no rubber seals anywhere for the wing windows. On a visit to California we met Mr John Karr a fellow that owns a rubber casting foundry and he agreed to see what he could do about making me a set of rubber seals if he had a pattern.

When we returned home Leland took what remaining pieces he had left of the rubber seals from our Mayflower and made a plaster mould for each window. Mr John Karr found using my casts he could make castings for moulds and fabricate the rubber seals, but the cost was going to be prohibitive — over \$1,200 for a set for four windows.

Working with John Gogay (then Spares Secretary) we found there was quite an interest from members of the Mayflower club so we held our breath closed our eyes, clenched our teeth — didn't tell the wife — and ordered a set.

This was in 1995. The rubbers at that time were made from a special injectable rubber made by DOW chemical company.

The seals fitted so well that with the encouragement from John Gogay we initially ordered 24 sets and charged club members \$125 per window. This was \$20 above my cost at that time and over time recouped my investment.

Dropped off

Since that time orders dropped off and we only ordered a minimum of 10 sets one or two more times.

Last year dad purchased a Renown and found the front vent windows used the same frames as the Mayflower. We assumed there might be enough interest by Renown owners to place another order, and as long as there was still some interest in Mayflower owners we would have 12 complete sets and an additional six front sets for Renown owners (the rear windows on a Renown are different). Turned out to be a bad assumption, as there has been no response from Renown owners.

In 2012 the manufacturer had a break in at his factory and for "fun" the intruders destroyed all his moulds including ours which were eventually repaired. Rubbers from the repaired moulds would not fit properly so I sent one front and one rear vent window from our parts car to John Karr be used as a pattern so new moulds could be made or to modify the existing ones so new rubbers could be re made.

The quality of the rubber didn't seem to be the same so the rubbers were re-made twice. Turns out DOW couldn't provide the original injectable rubber due to new EPA regulations. Eventually, Mr Karr was able to find a substitute injection liquid that proved to be just what we needed.



Leland's Mayflower

My last investment in the rubber seals was over \$5,000 for the order, and due to the cost of re-making the rubbers three times the Karr Rubber company doesn't seem very anxious to give it another shot.

I am now retired and am not able to invest the funds for another go around so am willing and happy to let someone else work with John Karr and use the existing moulds.

At this point I would be happy to send the remaining stock to Mr Burgess for sale to club members as payment in advance for continued membership but there is duty and freight charges that may make this option unacceptable.

We still have our "Flower" and enjoy showing her at all the USA Triumph activities we are able to attend. Our little Mayflower is always the hit of the show.

I'm proud to be a member of the Mayflower Club and look forward to each publication of *Flower Power*.

Best regards
Leland and Lance Felix (802)
Hot Springs, AR, USA

Thermostat housing/ elbow repair

by Rob Davies, Website Manager

THE DISMANTLING, repair and refurbishment of SPK 286 'Margaret' the Mayflower (named after an aunt who left us a small amount of money, with which we bought the car) is, unfortunately, having to be left on our drive during restoration.

A series of covers, have eventually failed; thanks to the vagaries of our British weather. Despite having a fully equipped garage/workshop, there is barely enough room for a pushbike; let alone a Mayflower! A car-port is on this year's schedule, which should improve the situation.

Because of not being able to work on the car in the winter, recent jobs have been focussed on restoring the parts taken off Margaret, as part of a complete strip-down restoration.

The subject of this article is the restoration of a badly corroded thermostat housing/elbow. We have two housings, as SPK 286 came with many spares, but neither of them was particularly serviceable in their current state. We enquired whether Brian had any suitable replacements, but his response was negative. This example has a great deal of pitting inside and out, resulting in a much-weakened 'neck', and probable leakage due to poor fitting of the hose.



The first job was to clean off all the 'crud', both inside and out. This involved scraping off oil and limescale, until the part was relatively clean. Then it was given a bath in white vinegar for 48 hours and finally washed clean under the tap, giving the result shown here — completely limescale free.

Next, I took a length of 28mm copper tube and cut it about 10mm longer than the length of the 'neck' of the housing. The copper was then

annealed (softened by heating and then allow to cool) with a blow torch, to make it possible for the end to be beaten into a lip. Once fitted into the neck, a judgement can be made about its final length and it can be cut as shown (to avoid restricting flow any more than necessary in the 'bell' of the housing).

Once I was happy with the fit, the sleeve was bonded to the housing using "Plastic Metal" — an epoxy based adhesive which is heat resistant to 130° C (so should cope with even a pressurised water system).



The adhesive sets in around three minutes; after which more can be applied all around the neck of the casting, to smooth out all the pitting and improve the seal when a hose is attached. Again, once this has set it is then possible to fill the gap around the copper tube and the inside of the housing, to prevent turbulence and improve water flow.

When hardened (24 hours), the outside was then filed and smoothed with emery paper to produce a uniform surface for accepting a hose. The same should be done inside.



The finishing touch was a coat of heat resistant paint, and the part looks as good as new!

Now the mathematical stuff: The sleeve will inevitably reduce the internal volume of the neck — by my calculations the reduction of

volume will be in the region of 19 per cent. However, the flow of water should be improved by having a much smoother passage through the neck area of the housing, with less turbulence caused by pitting.

The bell area remains unaffected and should work as before.

Testing: As 'Margaret' is still 18 months to two years away from running (the engine will be taken out for rebuilding this winter), I have no way of testing yet, but if there are no new parts available, this should be worth a try.

If you decide to try this, please let me and Flower Power know how you get on. Good luck., Rob Davies (1209)



Completed thermostat housing/elbow

Letters

Rear leaf springs

Dear Ed,

I have just had a pair of rear leaf springs made at Jones Springs, 57 Gladstone Street, Wednesbury WS10 8BE, Tel 0121-568 7575.

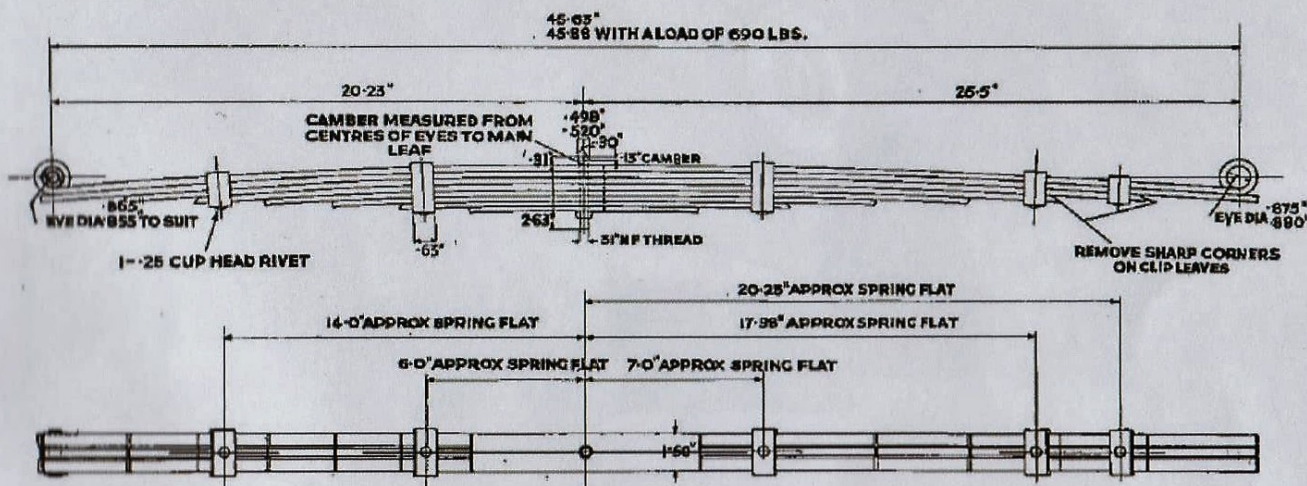
The cost was £312 including VAT and they made them in a week. I had to take a spring to

them to use as a template and also supplied the specifications from the manual but they now have that information and so can make them without you having to supply one of yours to work from (unless yours are the early 10 leaf springs).

They can also re-tension your old springs for you. This works out at about £75 plus VAT per spring.

Regards
Paul Burgess (1200)

ROAD SPRINGS AND SHOCK ABSORBERS



LEAF NO.	LEAF LENGTH	SHORT END	LONG END	THICKNES
1		20-25 1/4"	25-5 1/4"	.231"
2	46-75"	20-7 1/2"	26"	.231"
3	30-38"	17-6 1/2"	21-7 1/2"	.231"
4	33-38"	15"	18-3 1/2"	.231"
5	27-50"	12-50"	18"	.208"
6	21"	9-6 1/2"	11-3 1/2"	.208"
7	15"	7"	8"	.208"
8	9-06"	4-50"	4-56"	.188"

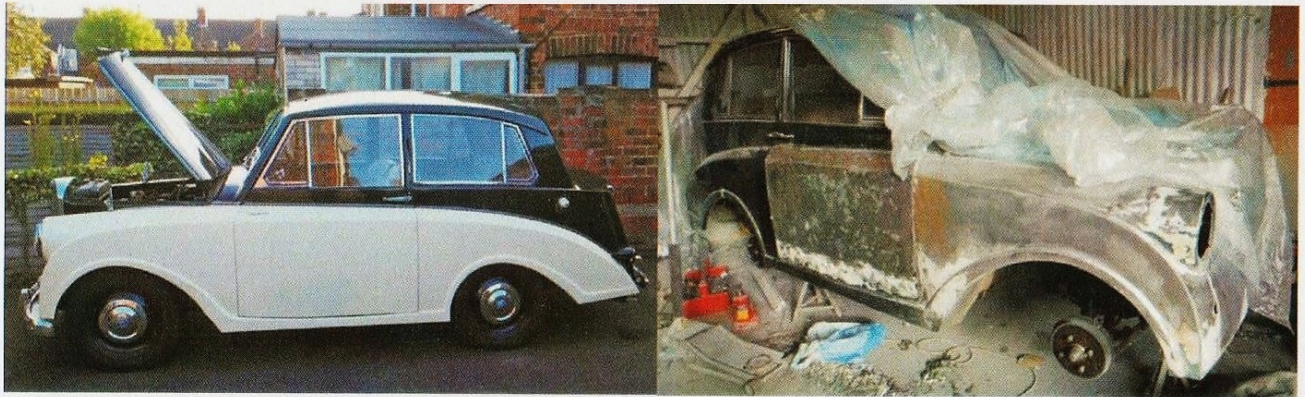
CAMBER (FREE)	ROV SPECIFIED	CAMBER LADEN	ZERO ± .26"
DEFLECTION (STATIC) BASED ON SPEC RATE	6.65"	STATIC LOAD	690 LBS.
PERIODICITY (LADEN)	73.0"	.231" LEAVES STRESS (STATIC) LBS/D	86,200
RATE (LBS/INS ± 5%)	104"	.208" LEAVES STRESS (STATIC) LBS/D	92,700

TOTAL THICKNESS 1.736"
ALL LEAVES 1.50" WIDE

Fig. 1. Rear road spring detail 300549.

Drive Your Triumph Day

IN COMMEMORATION of Sir John Black's birthday on February 10, Rye Livingstone, Activities Chairman of the Triumph Travellers Sports Car Club, asked for photographs of Triumphs taken on that day this year to post on the web (driveyourtriumphday.shutterstock.com). Here are the Mayflowers that made it:



Dave Gibbs, TMC 1207, Hull, UK (MSK 250, 1952) Paul Burgess TMC 1200 Leics, UK (NKA 947, 1952)



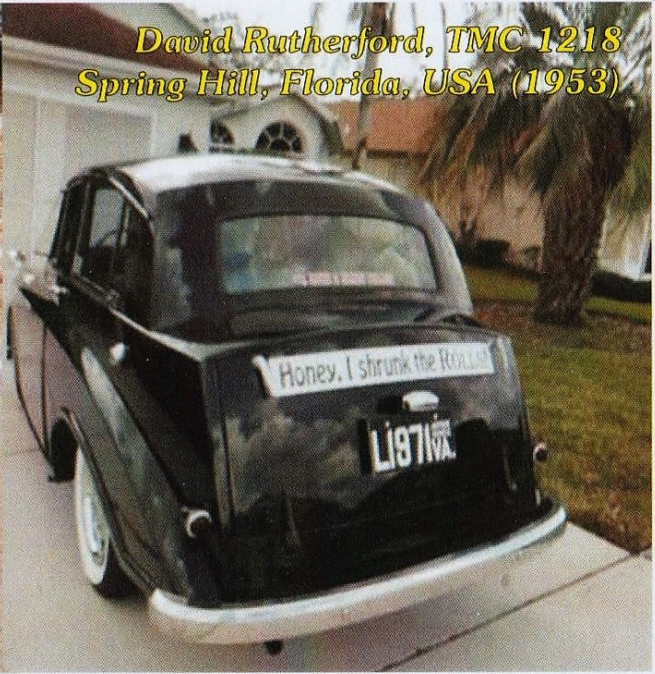
*Malcolm Fielding, TMC 1189
Rhyl, N Wales, UK (XSJ 140, 1953)*



*Carl Stevenson, TMC 537
Nottinghamshire, UK
(GTL 255, 1953)*



Mike Clement, TMC 1140
Goole, E. Yorks, UK (KSK 160, 1953)



David Rutherford, TMC 1218
Spring Hill, Florida, USA (1953)

Letters

Rear axle questions

Can any members help me with a solution to a couple of questions? As part of the rebuild of SPK 286, I recently removed and stripped the rear axle ready for refurbishment.



During the investigation I came across two clips which looked like they should be 'bullet connector-type' earthing connectors. It seemed unlikely to me though, that these should be found on the differential casing, especially as they obviously hadn't been used for years (the photo shows the area with most of the muck removed).

During a sleepless night (many problems seem to be solved this way!), it occurred to me that these connectors may be intended to restrain the steel brake pipe that runs the length of the axle. However, this wasn't the case when the pipe was replaced by the previous owner (the pipe itself still looks virtually new).

Another query I have is that the breather pipe from the differential is a very short steel fitting, screwed into the casting. Should this have a rubber pipe attached, possibly at a 90° angle to prevent ingress of water, etc? There is no evidence of this; it just seems a sensible addition to what we have fitted.

Barbara and I would be grateful if anyone has any thoughts on these conundrums; please let us know, through this illustrious publication, or directly through our contacts on the website.



Many thanks,
Rob Davies
 (1209)

Letters**Info update**

Hi all from Russ & Wally,

In *Flower Power* No. 157, Harry Mulcahy had written about door fitting issues. I had sent a lengthy answer to him, but a short version follows:

Both early and late doors are the same dimensionally. Their difference is in the handle and lock mounting hole locations. This was determined by going through the parts manual and comparing/measuring doors.

Also we ran into the exact same issue when restoring our car. Brad, the body man thought he had warped the "A" pillar somehow. He wanted to forcibly spring the pillar to allow the doors to close.

I noticed that some of the new hinge screw heads were standing proud of the hinge surface. By putting old and new screws on an optical comparator, we learned that there was a difference under head angle plus the head thickness on the new screws varied. After an afternoon with the new screws on a lathe, they fit flush and the doors closed with no issues. I have a more detailed account if needed.

In FP No. 158, Dave Gibbs writes about window regulator channels. Wally Wolentarski, member No. 93, says he purchased parts #867 from Paul Beck and used with no issues. Paul Beck is listed within all the recent supplier info that was sent out.



Russ Hoenig and Wally Wolentarski

Over the years of Mayflower ownership, I have acquired a very large amount of useful spares, including two truckloads from Wally. A general listing of North American parts available has been shared with Paul Burgess and these can be shipped worldwide.

Winter's project

This winter's project is welding up and restoring the thermostat lip on the aluminum thermostat housings. I have four available, all of which need repair. This work will not correct any of the internal corrosion or pitting on the stem which I do not think is critical.

The stem pitting can be filled and unless the internal swirl area is porous, it should not be an issue. If this is wrong and more internal repair work is needed, please comment. But, in trying this, I found out that I no longer have the means (retirement!) to remove all the contaminants and our welding ended up also porous. The plan "B" now is to machine a shallow step in the housing and drop an insert into the housing. In talking this over with Wally, he recalls this being done before and written up in a past FP.

If interested, and if this is successful, due to the scarcity, these will only be available on an exchange basis of a repairable housing for a repaired one. Cost not determined yet.

The new website is going to look great and we have hopes it will generate lots of new membership.

This summer, Dave Rutherford and I, almost held the first (for a long time anyway)

North American Triumph Mayflower meet. We both had good intentions but neither could make it to New Jersey, but next year is coming.

In October, a trip was made down to Nashville to visit with our good friend Wally Wolentarski. We all wish great, safe holidays to all.

As always, am looking for both type of heater parts including control panels and whatever you have that you no longer need to add to the collection.

Regards

Russ Hoenig and
Wally Wolentarski

bofaus@windstream.net

Letters

NFJ's restoration

Dear Paul (Burgess),

The restoration of NFJ 780 is ongoing but very slow. It has not been helped by the fact that we let our house for six months from June 9 and only returned on December 18.

The engine has been out and is back in place and the chrome parts have been taken off the car but not yet sent anywhere — Bleddyn says that is one of the last things to be done.

The bodywork will need a lot of attention. There is no serious rust anywhere in the car, what there is has been said to be superficial but will require patience and time. I also need to find the correct paint for when she is ready to be resprayed, as the original was nearer silver than the darker grey I saw at last summer's meeting.

Being realistic and knowing that my garage friend will not make a living without first tending to his local 'regulars', I have to say now that my hopes for bringing her out in 2018 are very slim.

It may have been different had I been living nearer Kidwelly to apply some sand paper myself. I think we are about 12 months away from that, but I hope the bodywork will have been dealt with long before then.

I certainly intend to encourage the project forward over the coming months but even if the unexpected were to happen, I do intend taking our motor home back to France before my RAC European cover expires on August 2. This past summer, my wife and myself spent 10 weeks in Europe, landing near Caen on August 3 and sailing back from Bilbao on October 12.

Adding in the 42 days we spent touring the UK prior to that, we covered 8,274 miles and made it to Lake Garda in the North of Italy, via the Loire Valley and Turin, down to Bova Marina on the 'Toe'. In that time we had two night's rain and one stormy afternoon — we were so lucky!

Back to the 'Flower' — she is at BB Autos in Kidwelly in the safe care of Bleddyn Philips and his son (another Bleddyn!), should any member be in Wales and near enough to be interested in marking progress. I should also like to hear from any member within the compass of Cardiff, or Kidwelly.

I meant to provide a short report by January 10 should our editor be short of material and so, if he can make a precis of the paragraphs relating to NFJ 780 from this e-mail he is welcome. Later, perhaps I should provide an history? It began its life in Teignmouth, Devon and I am the second owner.

*Kind regards,
Keith Williams, 1223*

SPARES NEWS

Currently being manufactured, coming into stock soon:

TOP RADIATOR HOSES; BOTTOM RADIATOR HOSES
BYPASS HOSES; FRONT HANDBRAKE CABLES

* * *

Windscreen Rubbers now in stock

* * *

Earlpart, who could supply our exhausts have gone into liquidation

PD Gough of Nottingham

can supply Mayflower exhausts in mild or stainless steel

* * *

Tex Automotive can supply wiper arms

but note that they come with a 1/4" collet rather than a 3/8" so you will need to use your old collets

* * *

May have a limited supply of Quarter Light Rubbers soon (remainder of Leland's stock)

* * *

Further details available from:

Paul Burgess, Spares Secretary (pburgess1956@gmail.com)

Letters

Letters from America

Hello Peter,

I was given your contact information by John Gogay. I too am a proud owner of a Triumph Mayflower, 1953. I have owned it since 1984 when I refurbished it the first time that included a Toyota engine and four-speed transmission. This was done in California.

Since our retirement and spending six months in Florida per year during the summer months I have made some additional drivability changes, it now has a 1500 cc Datsun A engine, automatic transmission, power disc brakes and air conditioning. Nice for Florida.

I am most interested in your Mayflower collection, any pictures or information? I will be sending pictures of our Mayflower soon. I do have pictures of our California Island Car, we live on Alameda Island in the summer and Anna Maria Island in the Winter.

The California Island Car is a 1959 Morris Minor 1000 Convertible, same 1500 Datsun engine and automatic transmission with power disc brakes. It is a great summer car here on the San Francisco Bay, not too hot.

Hope to hear back from you and possibly connect up next summer. Zoom in on the engine compartment.

Rick
510-750-2522



Hi Rick,

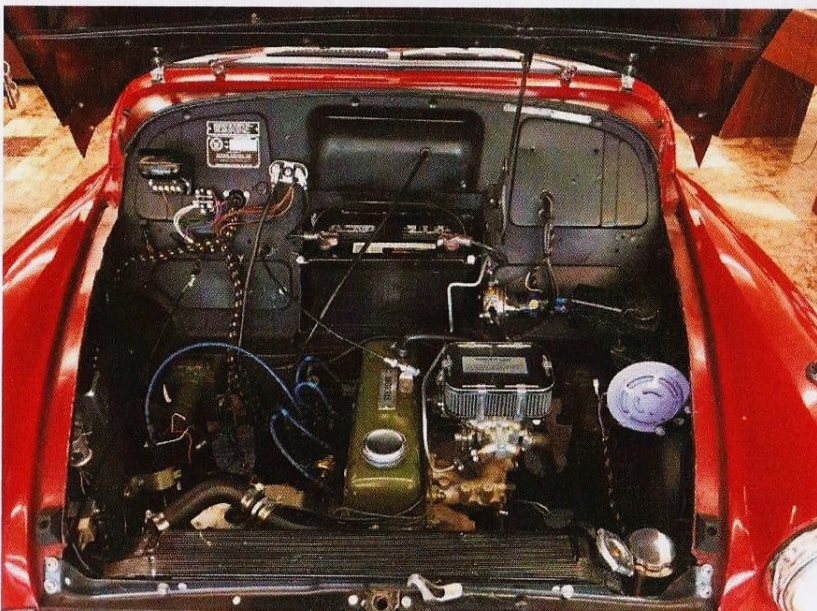
I have owned a '52 Mayflower since 1961 — I had repeated head gasket issues and warped head which eventually caused me to put it in storage for 20 years.

In 1994 I began restoring it but finally decided to switch to an electric 9 inch GE 120v motor with 10 deep cell batteries.

In the process of restoration I looked for parts cars and ended up owning cars I could not bear to chop up into parts, so yes — I own six Mayflowers which are road worthy. Two more which can be and one rust bucket which I am about ready to have towed to the junk yard.

When you get back to SF call me, I live in SF. My office is in Union Street.

In the attached photos you will see the Buick V6 which was squeezed into a normal Mayflower body as well as in the stretch limo, Chevy transmission, Mustange front end, Lincoln rear end.



There are two originals — one left-hand drive the other right-hand drive. One Nissan 210 auto transmission.

My original 52 Mayflower with the engine replaced by an electric motor sill has the original transmission. I drive around in 2nd gear most of the time.

Going back home from VTR meet at Sonoma Raceway in Oct 2013 when towing using my hot rod with the Buick V6, my Nissan 210 began to fishtail and finally jackknifed. No one was hurt but a couple of fenders still need repair!

FLOWER POWER



That minor accident plus many other things on my table in need of doing just caused me to shelve the Mayflowers — they've all been garaged for the past four years

*Sincerely
Peter Panagotacos
San Francisco*

Thank you Peter for the pictures and your article regarding the Electric Power. I enjoy immensely your modifications for drivability.

A friend that helped me install the Datsun A15 and automatic transmission kept pushing me to put in a small V8 which I resisted, seeing the Buick will support his insistence that it would fit.

And then the Limo, Mustang front end! I picked up a complete front end, cross member, disc to disc and rack and pinion steering from a MGB that I thought would be a great improvement toward drivability and alternative power train, same track as the Mayflower.

I would love to know more about the structural changes made to the V8 Buick car and the Limo if you have a chance.

I just missed seeing you and the cars, we will be back to our Alameda home next July. In the mean time I will come up with some pictures of the current Mayflower.

*Rick
510-750-2522*



Vehicles of Historic Interest MoT exemption

AS OF MAY 20, 2018, new regulations come into force with regard to Vehicles of Historic Interest. Below is a summary of how these regulations may affect Mayflower owners. The full guidance can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf

Most vehicles manufactured or first registered over 40 years ago will, as of May 20, 2018, be exempt from periodic testing unless they have been substantially changed. A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing.

Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing.

Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper.

A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles are:

Chassis: (replacements of the same pattern as the original are not considered a substantial change) or Monocoque body shell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);

Axles and running gear: alteration of the type and or method of suspension or steering constitute a substantial change;

Engine: alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

Changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;

Changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within 10 years of the end of production);

In respect of axles and running gear changes made to improve efficiency, safety or environmental performance;

How to tax your vehicle in the historic vehicle tax class

Where vehicle keepers first apply for the historic vehicle tax class, it must be done at a Post Office. If you are declaring that your vehicle is exempt from MoT, you will need to complete a V112 declaration form, taking into consideration the substantially changed guidelines (as defined above). Further relicensing applications, including making subsequent declarations that the vehicle does not require an MoT, can be completed online.

What do I need to do if I am responsible for a vehicle first registered before 1960?

These vehicles are currently exempt from the requirement for a valid MoT certificate to be used on public roads. Most, but not all, will continue to be exempt. You still need to keep the vehicle in a roadworthy condition and can voluntarily have a test. We recommend continued regular maintenance and checks of the vehicle.

You need to check whether the vehicle has been substantially altered within the last 30 years checking against the criteria. If it has been substantially changed, an MoT certificate will be required for its use on public roads from May 20, 2018, even if the vehicle has previously not required an MoT.

If your vehicle does not have a current MoT test certificate and is exempt from needing an MoT test you will need to declare this each time when you apply for Vehicle Excise Duty.

Paul Burgess (1200)

Launch of the new club Website

by Rob Davies (1200) Website Editor

AT LAST! On March 18, 2018, the new website was launched; it took nine months of development but has hopefully taken the best from the old site and combined it with new ideas from Rob, Andy, Paul and many others.

Now that the new TMC website has been launched, the hope is that it can only get even better as more and more of *your* articles and technical documents are added. Certainly this is not the end.

Even though a working website is now available to all members, we have great plans to add more features, such as a search facility and a forum, as well as investigating the possibility of ordering and paying online. If you have any suggestions about improvements, do let us know.

Additionally, the new site will become the Club Archive, with anything Mayflower related stored and retrievable by all. Thanks must go to Russ Hoenig, one of our USA members, who will be familiar to readers of *Flower Power* — he sparked the idea of an archive of magazines back in issue 156 (page 10). Thanks Russ, and I hope you will agree that we have gone even further, by also providing links and an index to technical articles within the magazines.

In particular I hope this will help new members, who are perhaps just starting on their 'Mayflowering' experience, as well as those who have been enjoying trouble-free motoring (cough, cough!) for some time!



Andy (left) and Rob launching the new website

One of the aims of the new site is to allow the club to become more inclusive worldwide, so that we can all share in Mayflowering activities in 'real-time'. Over the years *Flower Power* has contained many articles from places as far away from the UK as Zimbabwe and Australia; hopefully the new sections on the website will help to spur both members and non-members with an interest in Mayflowers to send in more articles, both for the website and the magazine.

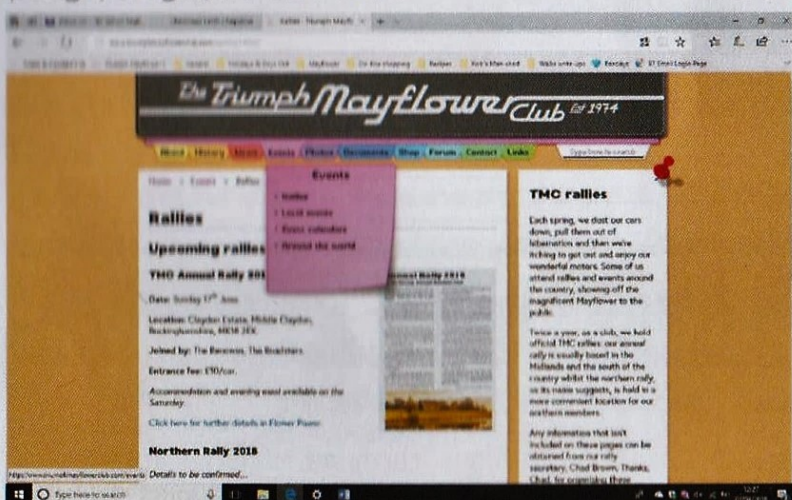
Another feature of the new site is the spares section — a very big thank you must go to Paul Burgess, for completely overhauling the club's spares 'department' and making the facility easily accessible.

Many new parts are also now being manufactured for the club — please use the website to have your say on what parts you think are needed.

This is another good reason, if one was needed, to renew your membership, and for those who aren't members but have a Mayflower interest, come and join us!

We hope you like the new site . . . the address is:

www.triumphmayflowerclub.com



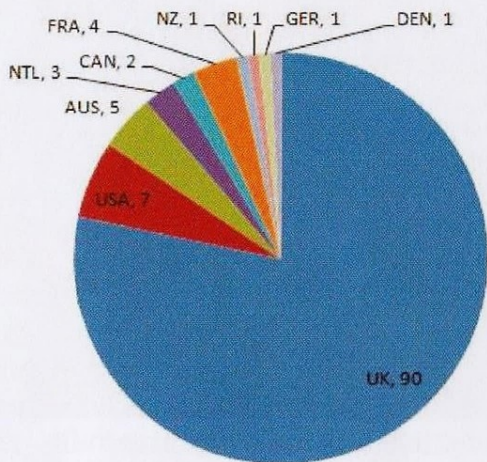
Webmaster: Andy Davies

Web Editor: Rob Davies contact at: robertldavies@btinternet.com

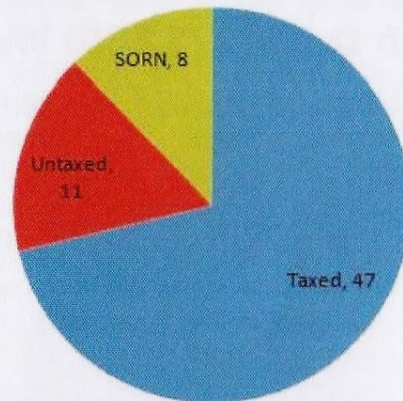
TMC membership and vehicle statistics

by Paul Burgess as at February 2018

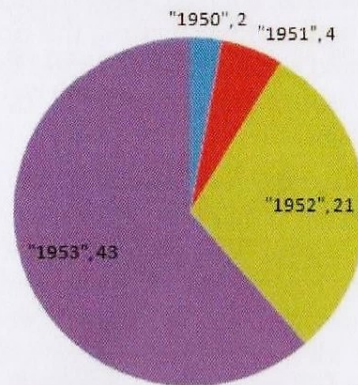
ON A WHIM I decided to do some research on the UK and overseas Mayflowers owned by club members and thought I would share the results with you.



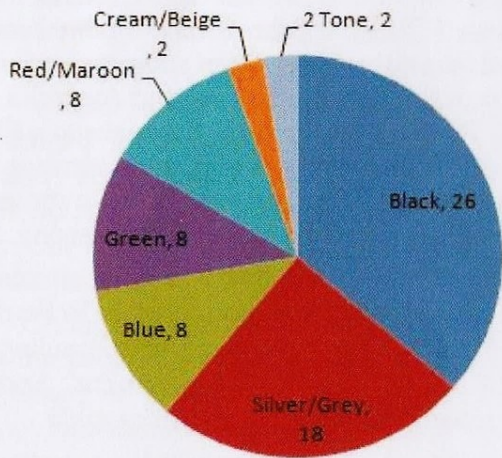
TMC Members by Country (Total 115)



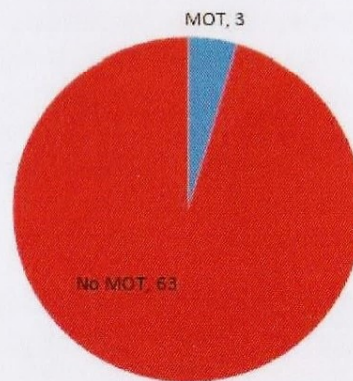
Status of UK Cars Known to the DVLA (66 out of 72)



Registration Year of UK (70 out of 72)



Colours of UK Cars (72 out of 72)



MOT Status of UK Cars (66 out of 72)

Messingham Show near Scunthorpe in N. Lincolnshire

You are invited to attend on Sunday 3rd June 2018

Please visit <http://messinghamshow.co.uk/> for booking forms etc

It would be great to get a few Mayflowers there - there is always one from Scunny and if I can persuade my good lady to take mine (I have to work all show day as Show Secretary) there will be two plus yours. If you want any further information please give me a call on 07714 069 279 — Stephen Coulman (758)

TRIUMPH MAYFLOWER CLUB

TRIUMPH



CLUB

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

1st April 2018

Dear Fellow Members,

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 cost will be carried forward to 2018-19.

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. Overseas members who wish to transfer money electronically may do so through their bank using the following: customer 6 digit sort code 309438/customer 8 digit account number 00066503/BIC code LOYDGB21042 or IBAN code GB83 LOYD 3094 3800 0665 03. 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*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always try to e-mail certificates to members where I have an up to date e-mail address.

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 e-mail addresses for a few members. Please, either write your address below, and return the slip 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

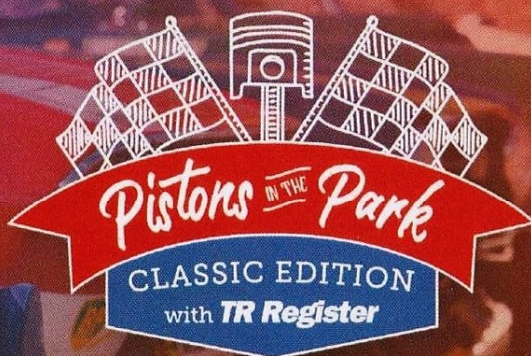
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Please find my enclosed cheque/money order for £30 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2019. Please make cheques payable to "Triumph Mayflower Club". World membership must be paid in some form 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 can write a personal cheque payable to John Gogay, for \$46.00 but still send to John Oaker at above address.

Signed _____ Member number _____

My email address is _____

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Closing date for advance tickets **Wednesday 20th June 2018**. On the gate prices will be higher.
All prices are per person. Camping price is per person per night.