

# Triumph Mayflower Club



SPRING ISSUE 2019 No. 164



# 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*



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*Cover: Chad Brown's 'Little Nell' at the 'Lancaster Insurance Classic Motor Show' held at the NEC, Birmingham, see Page 4*

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*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 ANNUAL RALLY**



**SUNDAY 23rd JUNE**

**Coughton Court, Alcester, Warwickshire B49 5JA**

*Further details contact: Rally Secretary John Banks [liljohn789@hotmail.co.uk](mailto:liljohn789@hotmail.co.uk)*



# Editorial

Greetings fellow Mayflower lovers!

Welcome to the latest edition of *Flower Power* — don't forget, it's *YOUR* magazine, so please keep sending me your stories, technical articles, etc, so we can continue to 'spread the word' about all things Mayflower.

Once again, we have some interesting features in this issue; as always, my thanks to all those who have contributed. The AGM minutes are included this time — the meeting was well attended again this year, which was very encouraging.

Sadly we waved 'au revoir' to John Oaker; after 26 years as Club Secretary, I guess he's earned a bit of down time now. John Corley has kindly offered to take over the role (yet another John, though; quite extraordinary!).

There is an article on yet another 'barn find'; what I want to know is why so many people put Mayflowers in their barns, all those years ago! Thanks to Geoff Smith for the photograph and hopefully in the next issue we will have an update from Geoff, on how the restoration is progressing.

On the technical front, we have an article from one of our members, Michael Hudd, who found a gearbox bush replacement tool whilst mooching around in his garage. This is well worth a read, especially as Michael has kindly sent the tool to Paul Burgess, our Spares Co-ordinator, for fellow members to make use of.

Rob Davies has written a long article about his (successful) hunt for replacement rear shock absorbers; I can vouch for the fact that Rob worked extremely hard to try and solve this puzzle.

You will see that Chad Brown's 'Little Nell' took pride of place at the 'Lancaster Insurance Classic Motor Show' at the NEC, Birmingham, towards the end of last year. Very sadly, Chad has since taken the decision that time has run out for poor Nell — If anyone out there wants a challenge, Chad is selling her for a song! Otherwise, this will be yet another Mayflower taken off our roads for good . . . Maybe Little Nell will find some good luck, just as her namesake did in the Charles Dickens book 'The Old Curiosity Shop' . . .

Coming up in the next issue: Some cheeky chap has had the audacity to feature the

Mayflower in his book, 'The Worst Cars Ever Sold'. We will be investigating his reasons, and hopefully disproving every one. Rob Davies will be telling us about having some new rear springs manufactured. Also we will be meeting 'Eskimo' the Mayflower.

Finally, we have some *VERY IMPORTANT EVENTS COMING UP; INCLUDING THE ANNUAL RALLY*. Last year's turn-out was extremely disappointing, so let's see if we can make this year's a great success! Hope to see you there.

Happy Mayflowering to you all

Barbara

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are July 1 and September 19. All correspondence should be sent to *Barbara Davies* by post or by e-mail.

## Welcome to new members

1260  
1261  
1262  
1263

We are currently unable to  
show members details

# THE 114th MESSINGHAM SHOW

**Sunday 2nd June**

**to be held at  
Holme Meadow  
DN17 3SG**

*For further details and  
Entry Forms (to be returned  
by 7th May)*

*Contact Stuart on 07590 495392  
messinghamshow@gmail.com*



# Around the world in 26 letters

Well, we've made it to 'C', on our alphabetical round-the-world globe-trot; this time arriving in Canada. The Mayflower has apparently been a 'consistent star' at car-shows around Vancouver, since the 1950s (in 1953, thousands were shipped to Canada from the UK). In 2011, this Mayflower, B20-383, made a return visit to the 'KMS Tools Classic Car Show', which was where it was first exhibited, all those years ago. However, in the 11 years prior to this, the poor car spent eight years literally 'stuck on the wall' of the KMS Tools headquarters, prior to being rescued and restored over a three-year period. Its ignominy was the result of being 'put out of the way' by a forklift truck; thank goodness someone realised its potential!

[Information from the *Edmonton Journal*, August 2011]



## **WANTED YOUR CONTRIBUTION**

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

### **Times passed**

My thanks to John Oglesby (former Club Rally Secretary and Chairman; who recently rejoined, with his original membership number

of 407) for yet another wonderful photo from 'times passed'. It was taken at a rally (Burford Wildlife Park, Cotswolds), in the early 1980s, and once again I am struck by how many Mayflowers in attendance. If only . . . —Ed.





# Preserving history

by John Banks

NOVEMBER 9-11, 2018, were the public days for the 'Lancaster Insurance Classic Motor Show' at the NEC, Birmingham (which is a great venue with numerous halls, and good public transport access).

For exhibitors, though, the show started on Thursday, November 8, when vehicles were driven in and arranged around the specific stand of their club/organisation.

The Triumph Mayflower Club was kindly invited to attend the event by Tim Newing, from the Triumph Roadster Club and space was provided for a car to be exhibited. The honour fell to 617 YUA, 'Little Nell', driven to the event by her owner Chad Brown.

The car was on display to the public, with relevant promotional material to hand, and there was a great deal of interest in the Mayflower. Hopefully visitors took a Triumph Mayflower Club flyer, had enough interest to visit the website and decided to join up, helping to preserve these unique vehicles for future generations.

The Triumph Roadster Club also shared the stand with The Pre-1940 Triumph Motor Club, so with the three clubs in attendance, the Triumph enthusiast could view a Roadster, a Renown, a Gloria and, of course, a Mayflower. Chad Brown was on the stand on numerous occasions during the public days but and due to work commitments, I was only able to visit the show and help out on the Sunday.

The show itself was packed into six halls, with numerous stands selling 'bits and bobs', and a number of live restoration projects happening on stage. There were thousands of visitors all enjoying the show but when the clock struck 11 and the bells stopped ringing, every hall fell silent to remember the fallen; a truly humbling experience, especially as it marked 100 years since the end of World War I. "Lest We Forget." (Picture on cover)

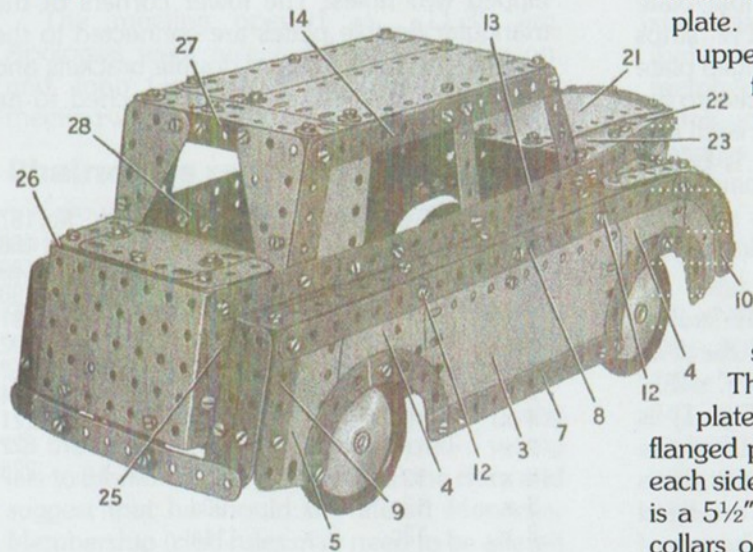
*It sounds like this was a very successful event all round. I'm ashamed to say I have never even heard of a 'Gloria'; perhaps my Triumph knowledge still isn't quite as good as I would like it to be. — Ed*





# Meccano model

OUR CLUB TREASURER, Paul Norton, found this Meccano model on the internet. He had hoped to buy his own 'vintage' Meccano to make his own but he soon found that this 'must have' toy of yesteryear is now expensive. So when this model appeared on eBay, Paul bid for it and the model is now his. [Instructions attached, too, if you fancy having a go yourself. —Ed]



## Details of the chassis (Fig. 1)

A 12½" angle girder is bolted to each side of a 5½" x 2½" flanged plate (1) and a 3½" x 2½" flanged plate (2). The front and rear wheels are fixed on 5" rods, which are mounted in the angle girders and are held in place by 1" pulleys.

## The sides of the body

Each side consists of a 5½" x 2½" flexible plate (3) (Fig. 2), two 5½" x 1½" flexible plates (4), a 2½" x 1½" flexible plate (5) and a semi-circular plate (6). These plates are arranged between a framework formed by a 5½" strip (7), a built-up strip (8) and a 2½" strip (9). The strip (8) is made from two 5½" strips overlapped six holes and a 3½" strip. The wheel arches are 2½" stepped curved strips and the strip (8) is extended forward by a 2½" curved strip and a 1½" strip (10).

Two 5½" strips (11) bolted together are attached to ½" reversed angle brackets, which are fitted to the strip (8)

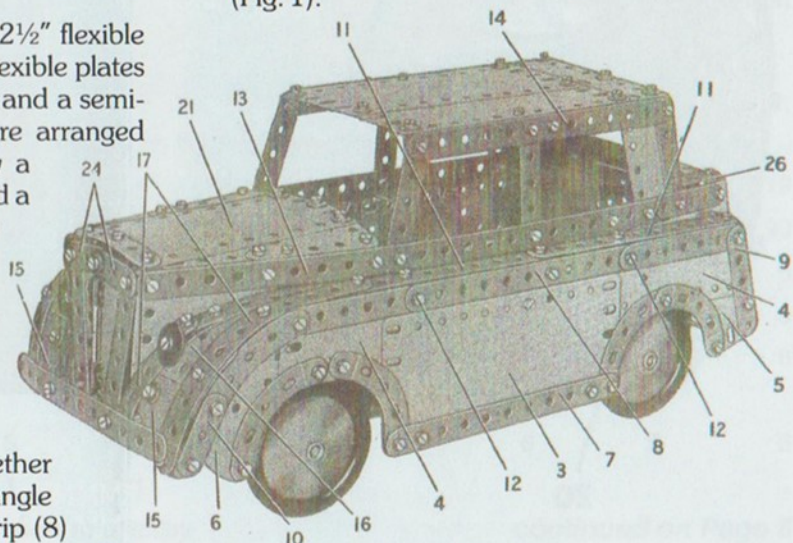
by bolts (12). A 12½" strip (13), extended two holes at the rear by a 2½" strip, is also bolted to the reversed angle brackets. The rear end of one of the strips (11) is connected to the ends of the strips (8) and to the strip (9) by an angle bracket.

The window frames at each side are represented by two 2½" strips, a 2½" x ½" double angle strip and a 2½" x 1½" flexible plate. These parts are connected at their upper end by a built-up strip (14), made from two 3½" strips. The rear end of each side is filled in by a 2½" strip and a 2½" x ½" double angle strip bolted to a 1" x 1" angle bracket.

Each of the front wings consists of a 2½" x 2" triangular flexible plate (15) and a 2½" x 1½" triangular flexible plate (16) bolted to two 5½" strips (17) curved as shown (Fig. 2).

The inner corner of the triangular flexible plate (15) is bolted to the front of the flanged plate (2) by a ½" bolt. These bolts on each side support also the front bumper, which is a 5½" strip. It is spaced from the wings by collars on the bolts and a 3½" x ½" double angle strip (18). The outer corners of the plate (15) are connected to the 1½" strips (10) by angle brackets. The rear ends of the strips (17) are bolted to the strips (11).

Two 5½" strips (19) are bolted across the flanged plate (1) and are connected to the sides of the body by angle brackets. The rear ends of the sides are supported by 1½" x ½" double angle strips (20) bolted to the chassis girders (Fig. 1).





### The bonnet and the radiator

The strips (13) are curved inward slightly at their front ends and are connected by angle brackets to a 4½" x 2½" flexible plate (21) that forms the centre of the top of the bonnet (Fig. 2). The plate (21) is edged at the front by a 2½" strip and it is fitted at each side with a 2½" x 2½" flexible plate (22) and a 2½" x 2½" triangular flexible plate (23). The plates (23) are supported by angle brackets bolted to the strips(13).

The radiator is a 2½" 1½" flexible plate edged by two 2½" strips and two 1½" strips (24). It is bolted to the front of the flanged plate (2) and is connected by an angle bracket to the flexible plate (21). A 2" rod is fitted at each end with a rod and strip connector and is bolted vertically to the centre of the radiator.

### The luggage boot

The back of the luggage boot is a 3½" x 2½" flanged plate bolted to the ends of the 2½" strips that extend the strips (13). A 2½" x 2½" flexible plate (25) on each side (Fig. 1) is attached by the same bolt that secures the flanged plate to the strip and the bolt fixes also a 3½" x ½" double angle strip (26) arranged across the top of the flanged plate. The top of the luggage boot is filled in by a 2½" x 2½" flexible plate and two flat trunnions and these parts are bolted to the double angle strip (26).

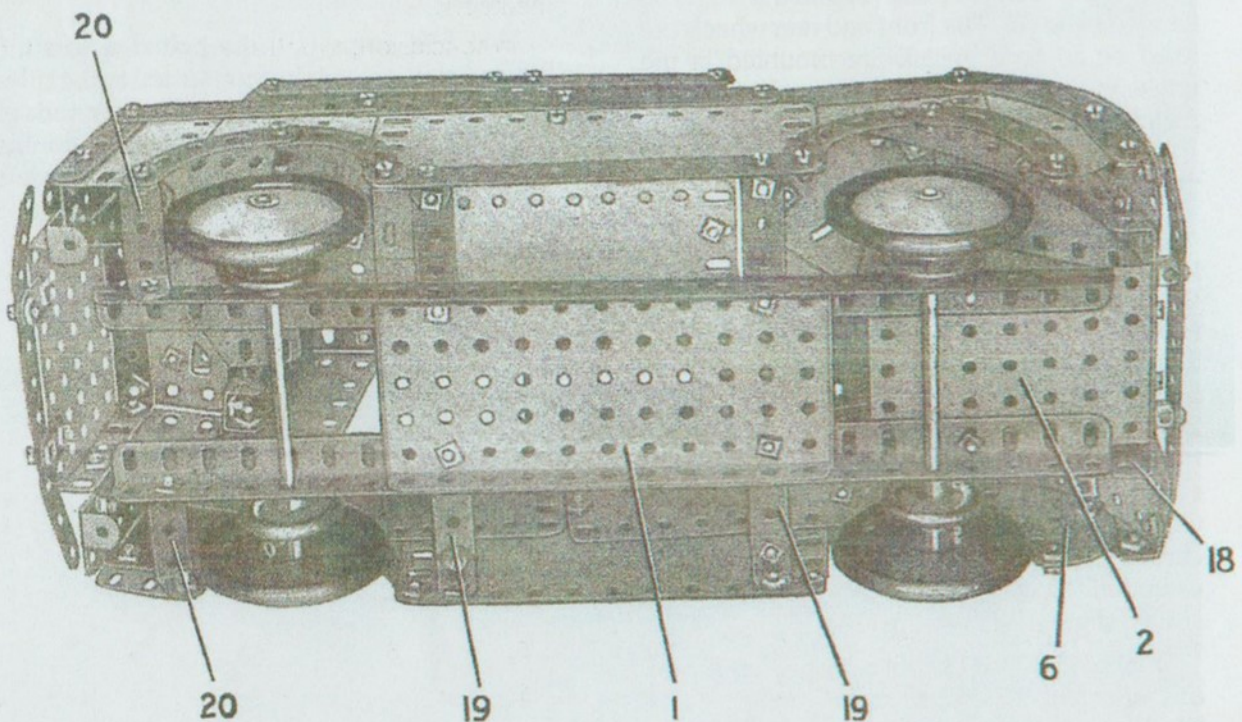
### Details of the roof

The roof consists of two 5½" x 2½", a 2½" x 2½" and a 2½" x 1½" flexible plate bolted together to make a built-up 6½" x 4" plate. The roof is attached to the strips (14) by angle brackets.

The rear window frame is formed by two 2½" x 1½" triangular flexible plates bolted to a 2½" x ½" double angle strip (27) and a built-up strip (28). The strip (28) is made with a 2½" x ½" double angle strip and a 2½" strip overlapped two holes. The lower corners of the triangular flexible plates are connected to the ends of the strips (13) by double brackets and the double angle strip (27) is attached to an angle bracket bolted to the roof.

### Parts required

2 x	No. 1	146 x	No. 37b	4 x	No. 187
18 x	2	21 x	38	6 x	188
6 x	3	2 x	38d	4 x	189
2 x	4	2 x	48	8 x	190
12 x	5	6 x	48a	1 x	191
4 x	6a	2 x	48b	4 x	192
2 x	8	1 x	52	2 x	214
4 x	10	2 x	53	4 x	221
2 x	11	2 x	59	2 x	222
18 x	12	2 x	90	2 x	223
3 x	12a	8 x	90a		
2 x	12c	2 x	111a		
2 x	15	3 x	111c		
1 x	17	4 x	125		
4 x	22	2 x	126a		
151 x	37a	4 x	155		





# AGM Report

**Held at the Meeting Room of the Triumph Sports Six Club, Main Street, Lubenham, Market Harborough LE16 9FT on Sunday, March 17, 2019**

ATTENDEES: John Oaker, Paul Norton, Howard Pryor, Stephen Coulman, John Castle, John Banks, Paul Burgess, Rob Davies, Barbara Davies, Andi Davies, Mark Smith (plus Christine and Georgia), John Corley, and John Oglesby.

The meeting opened at 11.35 am. Apologies were received from: Phil Benson, and John Gogay. The minutes of the last meeting were accepted by all those present.

## Chairman's report

I would like to thank Paul Burgess for setting up this AGM, and for the way he has taken over the club's Spares Department; we now have a good store set-up at Lubenham. My thanks also to Rob and Andi for their work on the website, and Barbara for *Flower Power*.

As you know by now, John Oaker is giving up the role of General Secretary and- I would like to thank John for his service to the club, and suggest that he should be offered Honorary Membership (club rules may need to be altered because at present all of the six available honorary memberships are accounted for).

## General and Membership Secretary's report

This secretary's report is the 26th that I have presented to the Annual General Meeting. Numbers of members are the same as last year, with a few more UK members and a few less USA members. Although the UK rise is good news, the USA drop isn't!

Russ Hoenig, our USA co-opted committee member, tells me that there are many active

Mayflowers in the USA without their owners being club members. This "how to increase USA membership" is an item for discussion later during the meeting.

For the second year running, I write that, "hopefully the steady decline in numbers is at a stop" but is there anything that can be done to make increases? In my recent contact with members I have noticed an increase in the thank-yous and kind comments with regard the changes that have happened in recent times — Paul and the spares, Rob and Andi with the website and Barbara with the magazines. This is our public face!

Total number of members for the following years: 1996 152; 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; 2008 139; 2009 139; 2010 145; 2011 134; 2012 124; 2013 124; 2014 100; 2015 117; 2016 110; 2017 110; 2018 119; 2019 119.

Of the 119 membership at the time of the AGM in March 2018, 93 members re-joined, three former members have re-joined, and we had six honorary members and 17 new members.

In conclusion, as you all know, I am stepping down from my club role. It has been an honour and a pleasure to have been part of the Triumph Mayflower Club family, sharing time, anecdotes and a love of our cars with other members and of course keeping the Triumph Mayflower on the road!

## Worldwide Membership

	2012	2013	2014	2015	2016	2017	2018	2019
UK & Ireland*	89	88	71	86	78	83	87	90
USA & Canada	11	15	10	11	13	7	9	6
Australasia	6	6	5	7	6	6	8	9
Europe	9	8	7	6	7	8	9	8
Africa	1	1	1	1				
Honorary members	6	5	5	5	6	6	6	6
Life President	1	1	1	1				

\* The records for 2019 show 119 members as at today

**continued on Page 8**



**Treasurer's report**

Paul began by thanking Phil Benson, for once again helping him to compile the spreadsheets for the AGM. Paul (who is now in his tenth year as Treasurer) then reported that there have been no major expenses throughout the year, with a healthy bank balance maintained. The club's insurance has been renewed at the same premium, including the all-important North American cover.

**Stock**

As stated, the spares stock is housed at the TSSC at Lubenham. An up to date catalogue is issued to members by e-mail on a regular basis I keep an eye on eBay and other sources and buy up any suitable spares as funds allow. My aim is to acquire and stock difficult to get spares and to inform members of suppliers where they can get other parts. I have been really pleased with the response from members when I have

**Accounts for the Year 2018/19**

2017/18	<i>Receipts</i>	2018/19
4129.28	Bank Balance b/f	3124.32
12.12	Cash Balance b/f	12.12
3280.96	Subscriptions	3243.00
19.00	Regalia Sales	0.00
0.00	Rally Receipts	0.00
0.00	Misc	0.00
0.00	Interest	0.00
0.00	2nd hand spares	0.00
7441.36	Total income	6379.44

2017/18	<i>Payments</i>	2018/19
3131.19	Flower Power	1318.00
0.00	AGM & other meetings	63.48
	Officer's expenses/ postage etc	174.48
63.48	Web Site Fees/Renewals	931.01
931.01	Rally expenses	104.56
0.00	Subs FBHVC/Refunds	73.74
104.56	Misc	0.00
465.92	Regalia New Stock/Float	0.00
174.48	Club Insurance renewal	465.92
6188.64	Total expenditure	3131.19

Opening balance  
Receipts  
Payments  
Closing balance

<i>Bank</i>	<i>Cash</i>	<i>Total</i>
3124.32	12.12	3136.44
3243.00	0.00	3243.00
3131.19	0.00	3131.19
3236.13	12.12	3248.25

**Spares Co-ordinator's report**

Since the last AGM it has been a busy year for spares. The club purchased a substantial cache of spares with the help of a £2500 loan (now repaid) from Spares Coordinator Paul Burgess. This meant that we had to rent more space from TSSC at Lubenham. The

club is now paying a total of £600 a year for this facility.

The spares cache we purchased was located in Durham and their collection incurred a cost of around £150 which came from the spares account. This cost was greatly reduced by TSSC letting us use their van and trailer for a small donation to TSSC club funds.

During this year I have supplied approximately 340 items to 40 members and four non-members. I only supply replaceable items to non-members and add a surcharge of 50-100 per cent to the price if they decline the invitation to become members.

I find it surprising that non-member owners who enquire after hard to find parts won't join the club to get them.

been unable to supply a part and have appealed for help. I'm amazed at the variety of spares members have tucked away and their willingness to give them up to help others keep their cars on the road.

Another aim is to get unavailable spares remanufactured where there is enough demand and funding. Thus far I have had windscreen rubbers, front handbrake cables, top, bottom and bypass hoses made.

Future projects may include door badges (I know of a supplier but there is a minimum order of around £400), thermostat housings and water elbows. Nothing seems to have come of the possibility of TROC getting overrides made for the Renown which could be used on the Mayflower. The shortage of head gaskets has been resolved in that there were a number of Mayflower gaskets in the cache of spares from Durham and I have a source for Standard 10 gaskets which can be used as an alternative.

As our stock of spares increases space is becoming an issue. In light of this, I am keen to move on some of the 14 gearboxes we have. If anyone would like a spare please let me know



and you can have one. You will, however, have to collect or arrange carriage yourself. It would also be helpful in terms of space to sell some of the stock of boot lids and bonnets we have, only £30 each!

If the club were to sell the complete stock of spares we currently hold, at the prices advertised in the catalogue, we would realise just over £38,000. What a resource for the club and its members.

**Finances**

Banking is via a Lloyds Treasurer’s Current Account called “Triumph Mayflower Club Spares”. Payments by cheque, bank transfer or cash on collection are the preferred methods for spares sales. Some members have asked about the possibility of credit card transactions and the use of Paypal but these methods will incur extra costs for the club and there are no current plans to make these available. As stated earlier the club is funding the £600 pa cost of storage.

Finally, I would like to record my thanks to the staff and committee of the TSSC for their willingness to help, their generosity and their spirit of co-operation.

**Accounts for Year Ending March 9 2019**

<i>Debits</i>	
Spares Purchased	£4965.07
Travel	£433.71
Sundries and postage	£2861.83
<i>(includes repayment of £2500 loan from P. Burgess)</i>	
<i>Credits</i>	
Spares sales	£5630.40
<i>Other (including loan of £2500 from P Burgess, P&amp;P charges &amp; c/f of £383.38 from 2018)</i>	
	£3350.48
<i>Balance</i>	
Bank account	£667.67
Total	£720.27

*Detailed accounts are available for inspection on request*

**Regalia Co-ordinator’s report**

I took over the role of Regalia Co-ordinator from John Castle at the last AGM, as it seemed logical to combine the role with my responsibilities as Spares Coordinator. John had just arranged for a new stock of magazine binders, and had organised the manufacture and delivery of a new club car radiator badge.

Club garments can be ordered at short notice and so we do not need to keep a large stock of these items.

Business has been slow this year. I have received orders from four members who purchased magazine binders, a cap and a radiator badge. I have looked at the possibility of acquiring stocks of promotional items such as pens, key rings, mugs, and so on but the minimum quantity we would have to order seemed to make it an unviable proposition, when likely demand is taken into account.

**Finances**

I use the spares bank account for transactions but keep the regalia funds separately as cash.

**Accounts for Year Ending March 9 2019**

<i>Debits</i>	
Regalia Purchased	£0.00
Travel	£0.00
Sundries and postage	£5.90
<i>Credits</i>	
Regalia sales	£58.00
Other	£14.50
<i>Balance</i>	
Bank account	£0.00
Cash	£66.60
Total	£66.60

*Detailed accounts are available for inspection on request*

**Election of Officers**

There were two changes made: John Corley volunteered to take over the role of General and Membership Secretary and John Banks will be taking on the role of Rally Secretary. Both appointments were nominated by Paul Burgess, and seconded by John Castle.

**Rally Matters**

John Castle welcomed John Banks to his new role. It was agreed that John Oglesby should assist John [Banks] with matters relating to the Ripon show.

**Website Update**

**Web Master:** Andi explained to the committee about personal issues, that have at times led to progress being slow and patchy. However, she is still committed to maintaining the website, and pushing forward with functionality upgrades to continue making the



website a first-class resource and on-line presence.

'Coming soon' (within the next two to four weeks) there will be some graphical tweaks, which will make subtle changes to the 'visuals' (ie, the appearance of the site), which were not completed prior to the website's launch because of time constraints.

There will also be a new section based around technical drawings. Also coming soon a 'News Section Upgrade' — a new, date-based archiving system to make it easier to find old news articles (this will become more important as the number of articles published continues to increase).

'Behind the Scenes Upgrades' — these will improve the workings of the news section from a technical perspective; thus making it easier and quicker to publish new articles (and hopefully relieve the current bottle-neck).

Long-term plans: To continue with behind-the-scenes upgrades to the news system, making it possible for the web editor to publish articles on the website himself. Andi says this will reduce her workload and give her more time to focus on website functionality.

Search box: This is taking a long time to develop, because it is bespoke but Andi hopes to have it working before the next AGM. It will allow for searches of all resources, including PDFs.

Future ambitions: These include an 'on-line forum' for members to discuss any number of topics; on-line membership payment; interactive store section (so items can be bought directly on the website), as well as several other technical infrastructure improvements.

## Web Editor

Rob Davies explained that at present, because the website is 'bespoke', and therefore complex in coding terms, Andi is having to add everything to the website herself, which takes her a lot of time. Rob apologised that this sometimes meant there being a delay with posting items on the website, but he said that Andi is working towards developing a way to enable Rob to do this himself. Rob is currently developing an area specifically for technical drawings.

During the discussion that followed, it was suggested that technical information should be taken down temporarily, so that it becomes available to members only. Whilst the

'members only', passworded section of the website is under development, Rob agreed to e-mail relevant sections to members on request. This information will thus add value to what can be gained from joining the club.

## Committee members' role descriptions

It was suggested that all committee roles should be written down, including the technical officers, and added to the club rules (all of which will eventually appear on the website, once agreed by the committee). Paul Burgess has already provided descriptions of his roles and these were circulated to the meeting.

Paul also agreed to continue looking into how the 'roles information' will fit in with the club rules, which he is also still working on. Mark Smith (Publicity Officer) expressed concern about how his role (which was only created at the previous AGM) should be developed: Amongst the suggestions were development of a club Facebook page (which could only be added to by agreed club administrators — Mark will liaise with Andi about setting this up).

A Facebook page could be particularly useful for members in the USA, who are limited by geography from meeting on a regular basis. Andi suggested a 'bitesize newfeed', and Stephen Coulman, as at the last AGM, offered that the club could become more involved in the Messingham Show (Stephen being head of the show's committee).

Rob Davies requested information from members to submit information to him about events happening in their area, so that these can be featured on the website.

## Subscriptions and membership deadline

There was much discussion about an increase in club membership fees, as well as a potential change to the dates for joining. The committee reached a unanimous decision for the following: Introduce a twice-yearly joining date (end of March and end of September), with a year's membership running concurrently from each date.

Paul Burgess suggested that an increase in membership fees would help to maintain a float for the purchase of spares. Again, it was unanimously agreed that, from September 30 2019, fees would increase to £35, with an extra £6 for new members (to cover relevant costs).





Attendees at the AGM

**Any other business:**

Rob Davies brought up the idea of 'Junior Membership' again — it was agreed that Rob, Barbara and Andi should get together to discuss ideas for a possible format, and then report back to the committee.

John Castle suggested moving the 'Northern Rally' to the Messingham Show, from Ripon (because Ripon is difficult for many members to get to). This was approved by all the committee, but Rob Davies suggested John Castle should inform Sue Benfield (Peter's widow), as it was Peter who established the Ripon Rally, many years ago.

Meeting closed at 2.35 pm.



Club Chairman, John Castle, presenting John Oaker with a drawing of a Mayflower and an engraved trophy, to thank him for his 26 years' service to the club as Gen. & Membership Sec. (you'll be a hard act to follow, John! — Ed)

**OBITUARY**

**Wally (Walter) Wolentarski**

Wally who was an early member of the club (member 93), resident in the US passed away in November 2018.

Over the years had met, talked and corresponded with many members of TMC both in the US & the UK as well as offering parts and thoughts as needed. His vast collection of Mayflower information has been passed onto the club for all to utilize. A good man and a good friend to many people. — Russ Hoenig

It was with sadness that I learnt the news about Wally; Russ has always talked about him with great fondness and he contributed in many ways to the Club over the years. — Ed

Very sad to hear of Wally's passing. The first time I met him was when I was Spares Secretary and after ordering some parts then turned up on my doorstep all the way from Tennessee to collect them!! John Gogay, 262





# At last! Suitable rear shock absorbers found!

## ... after year of sleuthing

by Rob Davies, 1209

POOR 'Margaret the Mayflower' had a very saggy bottom when we began our restoration project. So Barbara and I decided to replace both the shock absorbers and have the springs re-tempered (a story for another issue).

Replacing the shock absorbers, we thought, was going to be a very simple task; after all, we had replaced much of the worn-out front suspension by going to Rimmer or TV Revington, for readily available parts identical to the TRs 2-5. Not so!

The rear suspension was not the same as the TRs, and after asking around, we were given various suggestions — from Bedford Caddy van to Ford Escort, plus others too bizarre to mention. Upon investigation, each was dismissed either because of physical appearance (eg, didn't have an 'eye' at both ends), length was incorrect, or simply the weight of the vehicle rendered the shock absorber inappropriate.

I started to look at endless on-line catalogues, with no success, and spoke to a few shop owners. I was referred to a man in his 80s, who "knew everything there is to know about shock absorbers", and had been in the business for 60 years.

After a long conversation with him, I took his advice and ordered a Mk1/2 Land Rover shock (which he'd assured me would do the job perfectly, adding that he had "sold many of them for Mayflowers").

### Disappointment

You can imagine my disappointment when I had to send it back: the 'fixing eye' and bush were far too large, and couldn't possibly fit in the restricted space of the top mounting bush on our car. Back to the drawing board...

My luck changed when Paul Burgess was offered a cache of spares for the club to buy, which included several rear shock absorbers. During a trip to Lubenham to pick up other parts, Paul, Barbara and I looked at each shock

and took note of any numbers, marks and makers' names.

Some of them bore the name Armstrong and others Woodhead Monroe. The Armstrong enquiries drew a blank, but Woodhead Monroe (now owned by Tennaco) proved to be much more useful. I spoke to a guy called Gary, in their technical department in Birmingham, who was very helpful but told me that the man who was really have helped was a South African, who had recently retired and returned home!

Anyway, as requested I sent him a drawing of the dimensions of our original shock, together with details about the car. A few days later, he contacted me and suggested that the Monroe R2642 has all the same physical dimensions, and according to Gary, should





## FLOWER POWER

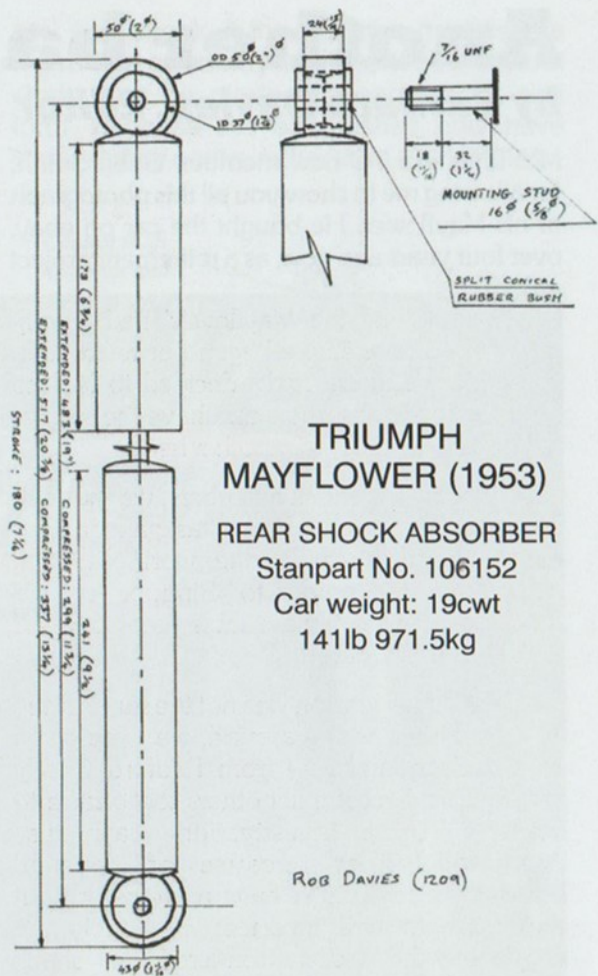
have the same performance characteristics as the original. I ordered one from e-bay, and when it arrived it was virtually identical. The two are photographed side by side below.

The difference between the two is with the bushes: the new shock has a moulded one-piece rubber bush, with a steel tube through the centre, and unfortunately the tube is too small to accept the connecting studs. The answer is to remove the bushes by pressing them out in a vice. Then use the bushes available from Rimmer (and others) for the front shocks [part No. 102987]. The result can be seen in the photo.



Monroe bush with steel collar removed

Establishing that this WAS the one, we ordered a second and modified that accordingly. Now all we had to do was to simply attach to the car and wait until the engine is re-



### TRIUMPH MAYFLOWER (1953)

REAR SHOCK ABSORBER

Stanpart No. 106152

Car weight: 19cwt

141lb 971.5kg

ROB DAVIES (1209)

built to test them out . . . Ahhh, the joys of restoration!

(Rob became OBSESSED with shock absorbers while the search was going on, so I was hugely relieved when the puzzle was finally solved! Ed.)

## MAYFLOWER CAR & SPARES FOR SALE

The club has been contacted by a non member who has a complete car and various spares he wants to sell. Apparently the car is not suitable for restoration. His name is Graham Hill and he is located in Frinton-on-Sea

**Telephone him on 07917 388352**



# Another barn find!

by **Barbara Davies, Editor**

MY THANKS TO new member, Geoff Smith, for allowing me to show you all this photograph of his Mayflower. He bought the car on ebay, over four years ago now, as a retirement project

(sounds familiar, Geoff!). His uncle had a Mayflower when Geoff was a child and he has fond memories of it. Described as a 'barn find' (it's extraordinary how many barns just happen



to be concealing old Mayflowers...), the car needed a bit more than just a little touch of TLC...

I'm sure we would all love to know how the restoration work is proceeding, Geoff, so when you have a few moments, in between cutting the odd sill and fabricating a new chassis, send me an updated story please!

## Remanufactured Dash Knobs Available

Ignition/Light Switch Knob @ £9.00

Wiper/Panel Knob @ £7.50

Choke Knob @ £7.50

Starter Knob @ £7.50

Heater Switch Knob (no 'H') @ £6.00

Set of the 6 above @ £40.00

Handbrake Operating Wedge @ £10.00

Door Handle Escutcheons are in the pipeline but I have some NOS and used in stock @ £7.50 and £4.00 respectively

UK P&P is £2.50 for any quantity

Please bear with us if there is a big demand as the production process is a bit slow

Contact:  
**Spare Parts Manager**

## How old are your tyres?

IT IS NOT RECOMMENDED that you use tyres which are more than 10 years old. Tests have shown that braking, handling and stability are affected by the age of a tyre. So how do you find the age of a tyre?

\* Look for a code in a rounded rectangle after the figures denoting the tyre size or the letters 'DOT'.

\* If there is a four digit code the first two digits tell you which week of the year the tyre was made and the last two digits the year of manufacture. So, '0109' means the tyre was made in the first week of 2009.

\* If there is a three digit code the tyre was made in the 1980s or 1990s and shouldn't be used on the road.



*Letters*

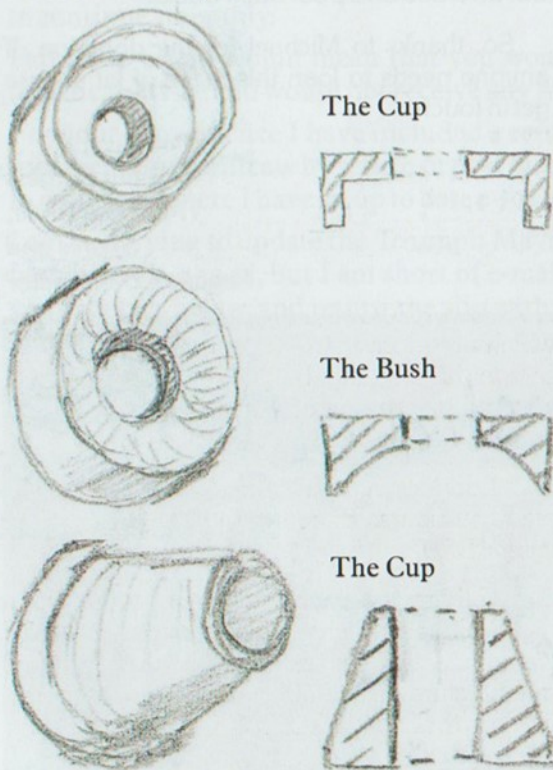
# Gearbox bush replacement tool

Dear Ed,

I recently received the letter below from member Michael Hudd, following a telephone conversation regarding an item in the "Anybody know what these are?" item I posted in a recent *Flower Power*.

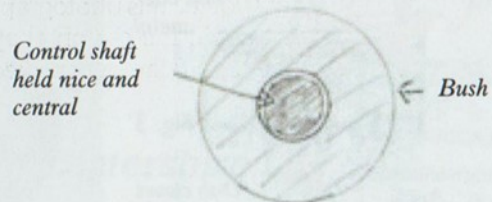
"I was recently having a hunt around in the rented garage where I keep my Mayflower when, low and behold, I unearthed the gearbox bush replacement tool which I now send on to you. I can't for the life of me remember which club member made it, but really they are the one who deserves the true thanks for as you can see it's a very well made piece of kit.

Having had a chance to look again at the actual tool, I can recall its workings much clearer. Apart from a sturdy nut and bolt there are three extra parts, all with a bolt hole at their centre. They are:

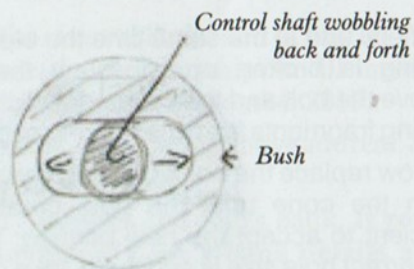


The process of bush replacement went something like this. From underneath your

car, first check if the selector bushes are worn. One good way is to check if the control shafts can be made to waggle back and forth, because the old bushes now have 'slots' at their centre rather than round holes.



What you should have



What you in fact have, control shaft will wobble

Bush replacement goes like this: First, unbolt the control rods from the gearbox and wriggle them free (I did mine one at a time). Next, push the bolt through the 'cup' with the recess on the inside and push the whole thing through the bracket in place of the control shaft.

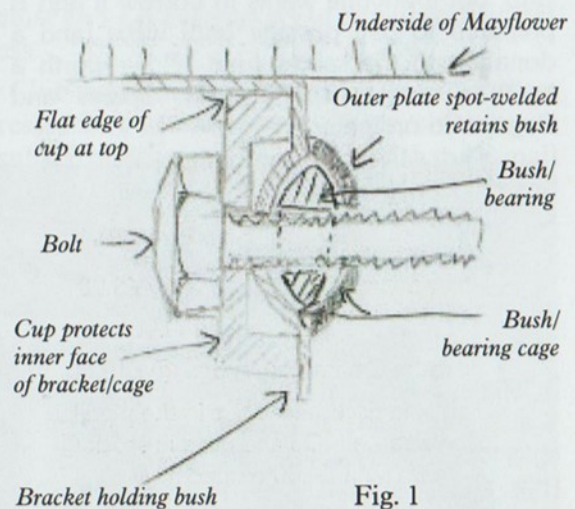


Fig. 1

Whilst the cup protects the back of the bracket from being flattened from the pressure, the 'cone' is slid into place and tightened down with the nut. As the cone enters the bearing cage, it starts to roll back



## FLOWER POWER

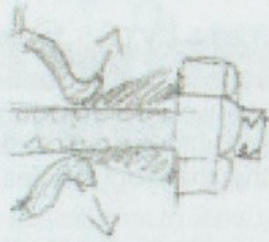


Fig. 2

Cone opens out hole — rolls back metal

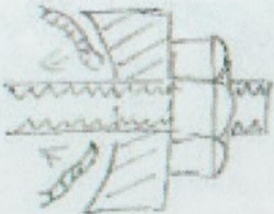


Fig. 3

Dish closes metal on bearing cage



the metal and at the same time the old worn bearing is broken up. Unscrew the nut, remove the bolt and then clear out all the old bearing fragments from the bearing cage.

Now replace the bolt and keep tightening down the cone until the hole created is sufficient to accept the new bearing. When the correct hole size is achieved, take off the

nut and cone. Slide a new bearing on the bolt and push it back into the bearing cage. Now fit the 'dish' piece in place of the cone and tighten down again.

The curved face of the metal will now fold the curved edges of the hole back, and thus the new bush is secured.

As I said you may as well keep the tool. I can't imagine I shall ever need to replace those bushes again, so it might as well remain with the club spares. Then you can either get extra sets made up or else issue it out on a use and post back basis."

So, thanks to Michael for the donation. If anyone needs to loan this piece of kit, please get in touch.

## Cylinder head removal kit

We have, amongst the spares stock, a cylinder head removal kit.

No guarantees or responsibility taken by the club, but if anyone wants to borrow it and is prepared to pay postage both ways (and a donation to the spares fund [?] — worth a try[!]). Contact Paul Burgess, Spares and Regalia Co-ordinator.

Paul Burgess  
TMC Vice Chair,  
Spares and  
Regalia Co-ordinator





# TRIUMPH MAYFLOWER CLUB



John Corley  
20 Southdown Drive, Thurmaston, Leicestershire LE4 8HS

1st April 2019

Dear Fellow Members,

Please note that members' annual subscriptions are due for renewal at the end of March. At the 2019 Annual General Meeting it was decided to increase the membership for all members, regardless of where you live, to £35 per annum. This will commence in September 2019.

This subscription is to be sent to membership secretary John Corley, 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 [j.r.corley@btinternet.com](mailto:j.r.corley@btinternet.com).

Thank you

#####

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 2020. 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 Corley at above address.

\_\_\_\_\_ Signed \_\_\_\_\_ Member number \_\_\_\_\_

My email address is \_\_\_\_\_



THE



CLUB

## *Mayflower* Events 2019

Why not bring your car to support an event, you could speak to our knowledgeable club members and maybe win a prize, even take a trophy home too!

The perfect locations to showcase these unique cars.



**PICNIC & HOG ROAST 2019**  
Sun 19<sup>th</sup> May - **Wroxall Abbey, Warwick.**  
Hosted by the **Pre-1940 Triumph Motor Club**  
CV35 7NB



**ANNUAL RALLY 23rd June**  
**COUGHTON COURT**  
Alcester, Warwickshire  
B49 5JA

**The 114<sup>th</sup> MESSINGHAM SHOW**  
Sun 2nd June  
Holme Meadow  
DN17 3SG



**TRIUMPH WEEKEND**  
STRATFORD-UPON-AVON RACECOURSE



16 - 18TH  
AUGUST 2019  
CV37 9SE



Some Events may incur an entrance fee.  
For more information and details on anything  
*Mayflower*  
visit our superb website  
[www.triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)