

Triumph Mayflower Club

TRIUMPH



CLUB

SUMMER ISSUE 2020 No. 168

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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: Heiko Triebener alongside his newly acquired Triumph Mayflower, read his full story on page 6

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.

Hello, all Triumph Mayflower owners

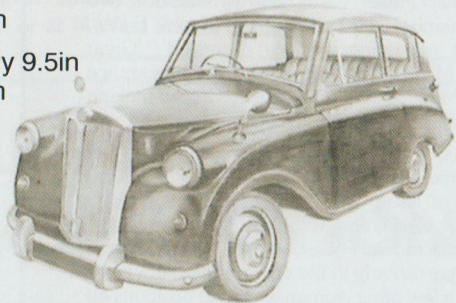
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Editorial

Hello fellow Mayflower lovers!

I began my last editorial with the words "what extraordinary times we find ourselves in"; well sadly, those 'extraordinary times' look set to continue for the foreseeable future. The most important thing, however, is that you have all stayed safe; our cars will still be there for us once life has regained at least some normality.

I'm almost 100 per cent certain that this is the first time in the history of *Flower Power* that there have been no rallies or events to report on, which pretty much sums up the past three months. Whether any will be able to take place later in the year is an unknown at present, but of course the situation might be different in other parts of the world — please let me know if there have been rallies in your neck of the woods, if you're not UK based.

At present, the provisional date of September 6 for the rescheduled AGM still stands but please check the 'News' section on the club website for updates, as of course it might still have to change.

We have some interesting articles in this edition, including two from members in Germany. I'm delighted about this because as I said in the last editorial, I would like *Flower Power* to feature more contributions from our members around the world.

Russ Hoenig, our USA Technical Officer, has written three pieces which are all fascinating — Russ is a regular, and highly valued, contributor to *Flower Power*. We also have photos from two UK members who managed to Mark V E Day, whilst remaining 'socially distanced'. 'Great Aunt Mildred' makes a welcome reappearance with Mark Smith, our Publicity Officer, making use of Lockdown to catch up on a few jobs.

I would like at this point to apologise for an incorrect claim I made in my very first editorial, back in issue 161: Whilst I believe I'm still correct in claiming to be the first ever female editor of *Flower Power*, I have since discovered that, particularly in the club's early days, there were a few other women who held positions on the committee, so I was not the first after all. My apologies, therefore, to those pioneering ladies.

In the next issue, Rob Davies will be reporting on his investigation into how fuels have changed over time and the impact this has had on Classic Car ownership. Club Vice-Chairman

and Spares supremo, Paul Burgess, is hoping to enlighten us all about the confusion regarding fuel pumps. At the time of going to press, however, these are the only two contributions I have for the next issue! So please, if you have the time, send me your stories, letters or whatever you'd like to share with your fellow members. I'm sure this will be easier once we're all allowed out and about a bit more and can get our Mayflowers back on the road. Maybe there will even be a rally or two to tell you about; here's hoping!

Happy Mayflowering, once we're given the 'all clear' of course.

Barbara

Welcome to new members

1278

1279

Also,

members

We are currently unable

to show members details

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 30 and December 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

SPARES AVAILABILITY

TSSC is now taking the first steps to coming out of lockdown and so I will have access to our spares again. I will be aiming to keep visits to a minimum by going over to TSSC with multiple orders to sort and pack and then ship using their courier. Please bear with me if your order takes a little longer than usual. If you have enquired about spares during the lockdown please send your request again to make sure I haven't missed you.

Paul Burgess - E-mail:
pburgess1956@gmail.com

LOOSELEAF WORKSHOP MANUAL

A4 copy of Triumph Mayflower
Workshop Manual

All ready to go into a A4
Looseleaf Folder

To clear £10 + £3 P&P

Please contact jgogay@aol.com

Chairman's report

Hello all

What a time we have had in "lockdown" — we cannot go out, and the club's store for parts is closed, so we could not do any repairs. Let's hope we can get back to something like normal very soon. It's a complete washout with the rallies; so all we can do is make sure the Mayflower is ready for next year.

Whenever we have the next Annual General Meeting, I will be standing down as Chairman but not leaving the club. I will take up the Vice Chairman's job if needed and voted in. I need

to slow down on the classic car scene as I am not getting any younger.

So this could be one of my last Chairman's report. I have enjoyed my time, but I think it's time for new member to take us up and away.

Yours sincerely
John Castle (Chairman)

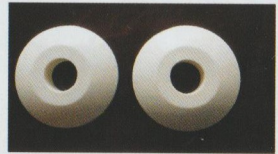
I'm sure all of us will feel some sadness to hear you wish to stand down, John, but it's good to know you'll still be around! — Ed

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- 123/07 Starter Knob @ £7.50
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- 609/01 Set of the 6 above @ £40.00
 - 102/13 Handbrake Operating Wedge @ £10.00
 - 140/01 Inner Door/Window Handle Escutheons @ £6.00
- UK P&P is £2.50 for any quantity*



Contact: Paul Burgess, Spare Parts Coordinator
pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

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***Mayflower mysteries**

Dear Ed,

A normal part of my visits to Mayflower owners is to look for answers for details that I'm not sure of. This usually means looking into the dark and messy areas that most just bypass, and then asking difficult questions.

One of these is: "Where is your 27645 anchored to?" (Referring to the spare parts book, starting on page 48, item 10 is '27645', quantity one, noted as 'pedal return spring'.)

Unfortunately within the diagram, it is shown in two locations. So the mystery is: do you have one, and if so, where is it secured/anchored to?

I have seen various locations but most Mayflowers do not have them. A similar spring is used on the parking brake cables and one end

spring is used on the parking brake cables and one end goes into the pressed frame slot that is on both sides of the car.

I have seen a drilled hole in one of the lower shift yokes used, but looking at other cars and all the spare yokes in the barn, this hole does not appear (the '27645' spring is still available but having obtained them from two different suppliers, I've found the overall length to be different by 3/4 inch).

Another unknown is on the spring end of the clutch operating shaft, where there is what I call a flat washer with a tag hole. This is shaped like a teardrop and a small hole is present in the pointed end. It is bent 90 degrees rearward and there seems nothing that it would be used for.

So please could members take a look and advise, to help solve this mystery. Then maybe afterwards why not write up your own 'Mayflower mystery'?

Regards

Russ Hoenig (1035)

Summerville, Pennsylvania, USA

Unknown scrapyard

Dear Barbara,

A friend of mine from Dartford, Peter Bevan — son of George Bevan, the designer-engineer of the 'Bevan Imp' racing/rally car — sent me this photograph of a scrapyard (no location given unfortunately) with a nice mix of 1950s and 1960s vehicles, including a very poorly

looking Triumph Mayflower. He thinks it was published in one of the Hillman Imp club magazines but was unable to give me any other information as he couldn't find the appropriate copy!!

Best wishes

John Gogay, 262



VE Day celebrations 2020

OF COURSE celebrations for 75 years since VE Day were necessarily muted across the UK. Two of members, however, did manage to mark the occasion:

Michael Hales sent this photograph of himself and his Mayflower 'Molly', suitably bedecked with flags and bunting (Molly of course was our 'cover girl' for the last edition of *Flower Power*).

Keith Pegram celebrated both St George's Day and VE Day, whilst still observing the strict lockdown rules. The Pegram's Mayflower, CSN 107, bore flags and bunting whilst displayed in their front garden; VE Day being warm enough for a picnic (let's face it — *all* Mayflowers should carry a picnic hamper!). Passers by were suitably complimentary, and photographs of the car



also featured in a local magazine. Did any of you also manage to mark VE Day with your Mayflower? If so, please send me your photographs and stories. — Ed



Letters

This delightful letter was sent to our membership secretary back in March, and Heiko is now one of our new members. I'm a little concerned, though, that the planned visit to Holland to collect his new car may have had to be postponed, because of the Covid-19 lockdown — Heiko, do let us know whether or not you have been able to take possession yet, of what looks to be a real gem of a car. — Ed

Dear Mr Corley,

May I introduce myself? My name is Heiko Triebener, I am a professional musician, lucky to be a member of the Bamberg Symphony Orchestra as of 1993. This orchestra is located in a lovely old town in the northern Bavarian province of Franconia.

I fell in love with the Triumph Mayflower over a year ago — ever since I saw this loveliest of cars I longed to own one. The first two attempts were not right: the first one, a Scandinavian LHD example that had moved to Hamburg, was way too expensive, the owner asked for an enormous 29,500 Euros.

He still has it and I assume he is happy with it. My impression was that his wife wanted him to sell, so he is asking for this absurd amount . . .

The second one, a 1952 right-hand-drive model located in Holland, was absolutely beautiful at first sight, but engine as well as drivetrain and underbody were rather flawed and it looked like a longish project. This one meanwhile actually went to a museum on Cyprus for approximately £6,000!

Last Friday I found my dream come true: a 1950 left-hand-drive model exported new to Belgium, ran there until 1987 and then moved to southern Holland. The owner passed away some time last year, so this car came to the dealer, Mr Stuurman in Herkenbosch.



Mr Stuurman fixed some necessary things like brakes, carburettor and ignition, and fitted new tyres. The car runs absolutely lovely, it has not been restored at all.

Mileage shows some 66,000 km. Just well taken care of, as it seems. Except for added indicator lights and a vintage aftermarket heater it seems to be as it was at delivery in 1950.

At present the car is still in Holland, some 600 km away. While I am taking care of insurance, license and all these miscellaneous little things over here, Mr Stuurman's mechanic will fix some stuff like adjusting the choke and installing a correct air filter and such.

The plan is to take the train up there and then drive her down romantic little country roads along river Rhine and Main back home in three or four relaxed days.

Yours sincerely
Heiko Triebener (1277)



*Letters***My two cents worth**

Dear Ed,

Over the years, there have been numerous *Flower Power* articles covering the addition of turn signals to Mayflowers. Nowhere and at no time is this more important than today, especially in North America — the land of people driving big four-wheel drive trucks and talking on cell phones at the same time. Sadly people that recognise trafficators are few and far between these days.

But, long ago, about 50 years or so, I was driving old Lotus, Elva, and Cooper race cars on the street for fun. The scariest part was that people weren't used to seeing something so small on the road; nor did they recognise my arm motions from the right-hand side of the car, trying to signal my intended turn. But these memories are priceless.

Continued from Page 13

after-market accessory, sold to the discerning Mayflower owner of the 1950s!

The cover is made from 6 mm MDF (obviously a material not available in the 50s), the top and sides are all held together with glued Dovetail joints and the removable bottom is held in place by magnetic catches. The whole structure has been covered in a deep red sticky-backed felt dolls house carpet material, that blends quite nicely with Mildred's interior.

For anyone who likes doing craftwork and model making, I can thoroughly recommend these sheets of dolls house carpet — they are



All Mayflowers have a brake pressure switch that activates the rear lamps, whether the lights are on or off. What I have done in the past was to run the brake pressure switch wire to the dashboard, added one or two toggle switches (not original), left and right, or one three-way toggle, and run a separate wire to each rear lamp.

Operation works only when you are stopped or have the brakes applied. Flipping the toggle switch on and off causes the appropriate light to blink. You can also tie the front marker lights into this scheme. Works every time.

It requires driver input and also you must remember to place the toggle back into the neutral position or that light will not work. Not perfect, but simple.

Regards
Russ Hoenig (1035)

[Sadly for someone like me, with the coordination of a blindfolded octopus, this sounds like a switch too far! Hopefully though, Russ, the majority of our readers will find this advice extremely useful. — Ed]

not expensive and are easy to work with. To finish off the tissue box and connect it with the Mayflower, the Mayflower script was traced from the front of the 'Owners Handbook', transferred onto the reverse side of some black felt carpet material and then cut out with a modeling scalpel.

Two were made and one carefully stuck onto either side of the tissue box cover. In my simple mind, the result is just how I would imagine such an accessory to have looked, had one been available in those early days of post war marketing.

So that is the updated situation on Mildred. A number of small jobs have been completed, most of which are cosmetic rather than necessary, but all help to take Mildred back nearer to the condition she would have been in at the time she left the Standard Triumph factory. All that is needed now is a return to a more normal way of life, that will allow the classic vehicle shows we all enjoy to be able to restart.

Sentiments no doubt shared by all our members, Mark. Does anyone else have a Lockdown project that you'd like to tell us about? If so, please submit it in time for the next edition. — Ed

Drive your Triumph Day

Werner Wotke lives near Hamburg. He was hoping to undertake a journey in his Mayflower on February 10, which as many of you will know was 'Drive your Triumph Day' (a celebration of the birthday of Sir John Black). However, bad weather curtailed his plans. Here's the story of his day:

ALREADY ON Sunday February 9 we were battered by storm *Clara* in Ireland and the UK. The storm continued over Northern Europe under the name *Sabine*. With winds up to 80 mph not the best condition for a trip on Monday with the Mayflower.

Waiting without success for a few hours of relief and good weather I had to abandon my previous plans. So what to do. I had planned to make a roundtrip from my home in the west of Hamburg along the river Elbe, stopping at places of interest, to the old harbour in the centre of Hamburg.

I took my wife's car; more suitable under the conditions, to venture out in the storm which persisted all of Monday with ups and downs. My first stop was Blankenese, one of most liked residential areas in Hamburg with old houses along the river front and up the hills.

It was a favoured residential area for ship's captains during the past two centuries. Parking space is as expensive here as one square foot of living area in houses.



Teufelsbrueck

Living there has its risks with storm floods reaching the houses every so often. Many houses have their own flood gates.

The wind had by then increased and the rain pelted down on me so I quickly left again up the "Waseberg" hill, which has a gradient of 16 per cent (the Mayflower can still take this in second gear, if there are no slower vehicles in front; I drive there quite often to test the engine).



Storm damage

On the way to the river I saw trees already turned over by the storm. When I arrived at the waterfront there were no other cars parked on the road along the Elbe. Bars, cafes and restaurants were closed and the water already reached partially over the street.



Blankenese

Road barriers had already been placed at the top of the hill, so I continued in direction of the town centre where traffic had already built up — an indication that the road was maybe closed further along the river due to storm flooding.

My next stop would have been near the landing pier at Teufelsbrueck (Devil's Bridge) where there is a nice restaurant, on a moving platform which compensates for the Elbe's four metre tidal range.

There is usually a good view onto the river, with the large container ships (up to 400 metres) and cruise liners nearly the same size passing just 50 yards from you. From there, shuttle boats run to the other side of the Elbe where one of the largest Airbus factories is situated.

When planes land, or start from the runway across the river, one thinks you can touch them when you stretch out for them. The noise is terrific as the flight pass is directly over your head.

Driving further one passes the Fish Market, where every Sunday from about 5.00 am to 10.00 am tens of thousands of visitors crowd the famous market. You can buy fish, fruit, plants, flowers, live animals and other items. Many visitors go there to have breakfast in one of the bistros or pubs after a night at the Reeperbahn, which is nearby.



Oevelgoenne



Blankenese

Following the famous Elbchausee (another famous residential area in Hamburg) one reaches Oevelgoenne, with the Old Ship Museum and a popular beach during the summer months.



Cruiselinerterminal

You then reach the Old Elbtunnel, built in 1911, which is 21 metres below the surface with lifts carrying cars and people. The two separate tunnels have been restored to old glory.

Just next to it are the Landungsbruecken (Landing Stages), from where last century passenger ships started across the Atlantic. Today there are landing stages for ferries and sightseeing boats taking one around the harbour.

I take the Mayflower very often along this route when the weather is better. It is quite different as you can see from the pictures taken during various trips.



Landungsbruecke

Letters**Snapped rear axle shafts**

Dear Ed,

Over the last two years, I have shipped out two axle shafts to replace ones that had snapped. There was no details or feedback from the first occurrence and I forgot about it until early summer, when TMC member David Rutherford called looking for an axle.



We were able to discuss possible causes and past repairs: David was stopped at an intersection, let the clutch out and nothing happened. The car was then pushed to the side of the road.

Recent rear end repairs involved replacement of both outer seals. So nothing out of the ordinary and I believe none of us try to drag



race other cars with our Mayflowers (although there are at least three hot rod Mayflowers out there somewhere, with big V8s in them).

Attached pictures show the axle snapped just outside the left spider gear.

Any ideas appreciated, and many thanks.

Regards
Russ Hoenig
bofaus@windstream.net

**Mayflower on a spit!**

Our Club Historian, Stephen Coulman, recently found this photo of a Mayflower on a 'spit' — a procedure described in the car's original *Body and Underframe Repair Manual* (reprint is available).

With the precarious-looking wooden trestles, and a pole more akin to driftwood than the 'scaffold pole' described in the manual, this particular interpretation of the procedure does have a hint of 'Heath Robinson' about it.

Great Aunt Mildred gets some Lockdown pampering . . . eventually!

by Mark Smith, member 1239

AT THE TIME of writing, it's the last few days of May 2020; some three months into the 'Coronavirus Lockdown'. I hope you and your families have come through this unprecedented world pandemic safe and well.

'Mildred' had to stay in her lock-up for the duration of the Lockdown, because that's where she was residing at the time of the announcement. I toyed with the idea of going to get her anyway, as her lock-up is less than half a mile from our house; I even contacted Leicestershire Police and explained my plight. They, however, considered it an 'unnecessary journey' and against the rules, so that was that.

Not to worry; I had plenty of other things to occupy my time. Being lucky enough to have a garden to spend time in, life drifted by in a surprisingly pleasant and peaceful way (helped greatly by the weather, of course).

I also caught up on some reading and can thoroughly recommend *McQueen's Machines*; a book I'd bought last year about the cars and motorbikes owned by the late actor Steve McQueen.

Eventually the government eased the Lockdown rules enough that I was legitimately able to move Mildred. The car-port was jet-washed ready for her, and on May 16 I brought her home. I had three particular jobs I wanted to do on her — one necessary, and two more cosmetic than anything else.



The first of the cosmetic jobs was to sort out the rear number plate. A previous owner had fitted an extra high visibility brake light above the plate, which was a brilliant idea, but unfortunately it had been fitted to the boot lid immediately above the number plate mounting bracket. This meant that when the lid was lowered, the number plate light which moves with the plate, jammed on the auxiliary brake light; thus preventing the plate from hanging vertically. This was probably never going to be a problem to me, as the chances of me driving the car with the boot lid open was not very high, but I suppose I must be a little bit OCD as I like things to work as the designer intended.

The auxiliary brake light only needed to be raised up the boot lid by around a quarter of an inch, but these jobs are never as simple as they first appear, are they? I could have just moved the light but the number plate mount was rusty.

Can't have that, I thought, so off came the number plate assembly! First the number plate was removed from its back plate and then, after the wires were removed, the light was also unbolted. Finally the whole assembly was unbolted from the boot lid. The various parts were cleaned with wire brushes, etc, before rust killer was applied and then given a coat of black spray paint.



While the number plate assembly was drying, the auxiliary brake light was removed. As luck would have it, the mounting plate of the light covered the old holes once mounted in its new position. I cut a gasket out of a small sheet of 1.5 mm thick rubber gasket material, and once dry, the number plate mount along with the number plate and light were refitted. Now the assembly hangs vertical when the boot lid is open, just as it should do.



Job number two was not cosmetic; it was absolutely crucial! On a family Lockdown walk, we 'happened' to walk past Mildred's garage. To check she was okay, we drove her out of the lock-up just far enough to be able to raise her bonnet and do a visible check; that's when the problem came to light.

Leaking gasket

The gasket between the float chamber lid and carburetor was leaking! This was not good, as the exhaust manifold is directly below the inlet manifold and this could have caused a fire if not found and sorted. So for this job the float chamber was removed and the fragile gasket carefully lifted away.

Luckily, I had the remains of a sheet of gasket material left over from a job I did on my 1978 Lada some years ago and that was plenty big enough to cut out a new float chamber seal. After placing the remains of the gasket on top of the gasket sheet and drawing around it, I cut it out with a crafting scalpel and fitted it in place; another job done.

Job number three was another of those 'unnecessary, but it should work' types. The



bonnet catch was made to be lockable but none of Mildred's keys worked it. Now this could have been a problem with the lock barrel, or it may be that the key had been lost in the distant past. Either way, the only way to find out was to remove the bonnet catch assembly from the car and strip it down.



The catch assembly was easily removed from the car but then things got more difficult! In order to remove the lock barrel from the catch assembly, the bonnet mounting shroud had to be first separated from the handle shaft, but that was easier said than done! The locking action of the bonnet catch requires a crude metal bar to be slid through a hole in the shaft, where it lines up with a square hole in the shroud casting that then stops the shaft turning when locked.

Now, my problem was that to remove the shroud, the locking bar needed to be slid through the shaft on the 'open' side and into a special groove that runs the height of the shroud; allowing the shaft to be pulled through the shroud once the retaining clip is removed. Unfortunately, the locking bar was positioned so that it was neither far enough across to lock the catch assembly, nor far enough over in the 'open' position that it was located in the groove.

Head scratching

In order to move the bar over a key was required, which of course I hadn't got! This caused a lot of head scratching and after looking at the catch assembly from various angles, I hit upon the idea of trying to 'pick' the lock with a couple of jeweler's screwdrivers. My theory was that if I carefully mounted the bonnet catch assembly in a vice, I could slide one screwdriver down inside the lock to push the spring-loaded brass tangs into the side of the lock barrel, and therefore disengage the lock.

After simultaneously sliding another jeweler's screwdriver in down the side of the first one it might, I thought, be possible to get enough force to turn the lock and slide the locking bar into the correct position. It took a few goes but it eventually worked and I was able to slide the shroud off the shaft . . . phew!

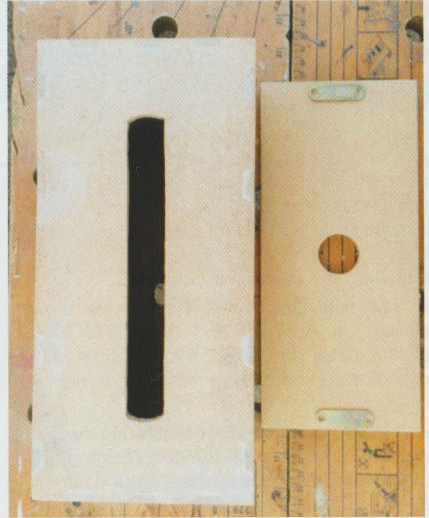
With the parts separated, it was just a case of driving out the pin that held the lock barrel into the shaft with the aid of a small nail and tack hammer and the barrel was out. Now I would be able to see what the problem was, and it didn't take long!

All these old lock barrels are stamped with the key number; it was clearly visible on this one and it did not match either of the other two key numbers — one for Mildred's door and boot lid locks and the other for the ignition switch.

On closer inspection, I noticed that the only difference between the door lock and the bonnet lock barrel was the very first brass tang — the door key was missing a space for the tang to drop into. As I had a few door keys, I cut an additional niche into the top of the key with the Dremel and hey presto, it worked!

The lock barrel could now be turned; the bonnet catch assembly was rebuilt and a new gasket was made to replace the one that sits

between the shroud and the bonnet (cut from the small sheet of 1.5 mm thick rubber mentioned earlier; the original was too far gone). Once fitted back on, the lock was tested again and worked fine. Two new keys of the correct code were ordered, plus a replacement for the butchered door key and the bonnet can now be locked as the manufacturer intended.



However, this is not quite the end of the saga as there is quite a bit of play in the catch handle when in the locked position. I believe this is caused by wear in the small bar that slides through the handle shaft when the key is turned, locking the shaft and stopping the bonnet from opening. The metal plate mounted on the end of the shaft that actually forms the bonnet catch is also quite worn.

Both of these parts could do with replacing with better condition ones. It is possible there are some serviceable replacements in the club's spares cache, but due to the current Lockdown situation, searching the stores stock will have to wait for another day!

Tissue box

In addition to the work carried out on the vehicle itself, I have also been filling spare moments with building a 'period' tissue box cover for the rear parcel shelf. The intention was to make something that could pass as being an

continued on Page 7

E10 fuels consultation

FBHVC position statement

ON WEDNESDAY, March 4, 2020, Her Majesty's Government published a consultation on proposals to introduce E10 petrol as the standard for fuel across the UK. The lead proposal would introduce a minimum ethanol content of 5.5 per cent for standard 'premium' fuels in 2021, whilst — and this is important for historic vehicles — maintaining the current E5 blend in the 'protection' grade.

The consultation seeks views on the proposed mechanism, definitions and derogations. It also includes a call for evidence on potential changes required to existing policy mechanisms (including targets under the Renewable Transport Fuel Obligation) following an introduction of E10.

The consultation will run for six weeks, closing on April 19 and the FBHVC have received a formal invitation to participate in the consultation and have confirmed our intention to do so.

The reasons given for considering the introduction of a standard of fuel containing up to 10 per cent bioethanol, centre around attempts to make significant savings on carbon emissions as the government makes attempts to meet its climate change targets.

Typically, fuel companies currently blend petrol with up to 5 per cent bioethanol and diesel with 7 per cent biodiesel. The government have a target to ensure that 9.75 per cent of all transport fuels must come from renewable sources by the end of this year under their "Renewable Transport Fuel Obligation".

The government believe that a move to standardising E10 fuel will be equivalent to taking 350,000 cars off the road each year. The Department of Transport estimates that this may cut CO2 emissions for transport by 750,000 tonnes per year.

E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburetors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may also dislodge particles on older fuel systems causing blockages.

There are other challenges facing the roll-out of E10 fuel aside from compatibility. As published in *Federation News*, Issue 1 2020, we understand that the only UK refinery for the additive has closed and the environmental costs of shipping additives from other parts of the world negates any environmental benefit.

The Federation note that the government, in previous consultations on the matter, have recognised that historic and cherished vehicles are not advised to use fuel with these proposed levels of bioethanol. The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and we will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

Compulsory labelling

In September 2019, compulsory fuel labelling was introduced to ensure that consumers were informed of the contents of the fuel they were using on the forecourts, their environmental impact and a fuel's suitability for a particular vehicle. It required a new set of fuel labels which were harmonised across Europe. E10 petrol is used elsewhere on the continent and is particularly prevalent in France and Germany, where it is also offered alongside E5 grades.

The same day as the consultation was announced, FBHVC Chairman David Whale attended a meeting at the House of Commons with the All Party Parliamentary Historic Vehicles Group, chaired by Sir Greg Knight, to reinforce the concerns of the Federation's members directly with MPs.

The following question was posed to the Secretary of State for Transport by Sir Greg Knight, Conservative MP for East Yorkshire: "To ask the Secretary of State for Transport, what assessment he has made of the potential effect of the use of E10 fuel on older vehicles?"

Which received the following response from Rachel Maclean, Parliamentary Under-

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Around the world in 26 letters

WE'VE ARRIVED at the letter 'G', on our virtual tour around the globe. 'Neglected' doesn't really cut it as a description for the state of this poor Triumph Mayflower, which was first brought to the club's attention back in 2012.

A lady named Julie Gilfoyle reported that her parents had spotted the car in 2000, when they took their first of many holidays on the Greek island of Samos. Julie felt compelled to inform the club of the plight of the Mayflower, when she joined



Sadly still there in 2014



A 'disintegrating' Mayflower in 2012

her parents on holiday in 2012 — in her words, it had been “slowly disintegrating” over the years.

Sadly, around two years later the car was still there; this time being spotted by another holiday-maker by the name of Paul Hawkins. Paul also told the club of his discovery, in the hope that maybe one of our members might be able to try and 'rescue' it . . .

My gloomy assumption is that it is still there; the dry Greek air affording it a slower rate of decay than might be the case in rainy old Blighty!

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Secretary (Department for Transport): “Increasing the share of bioethanol in petrol by blending up to 10 per cent, known as E10, could provide significant carbon savings, helping us meet our climate change commitments.

One of the main barriers to introducing E10 has been vehicle compatibility. Currently, around 95 per cent of petrol cars used in the UK can use E10, but around 700,000 are not warranted by their manufacturers to use E10. This number is expected to decrease as vehicles come to the end of their life.

However, some classic and cherished vehicles that are not advised to use E10 will remain in use. The prolonged use of E10 fuel in those older and classic vehicles not under manufacturer warranty can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a protection grade, if E10 is introduced.”

The FBHVC will be consulting with all interested parties and our member organisations prior to making our submission to the E10 consultation by the deadline.

Survey results from FBHVC

LAST MONTH, the 'Federation of British Historic Vehicle Clubs' (FBHVC) carried out a survey, to try and get some idea of the effect that Covid-19 had had on their member clubs (of which TMC is one).

They received responses from nearly half of their 540 member organizations, and a summary of the results is detailed below:

- 40 per cent of clubs expected a decrease in membership, because of the limitations placed on social events.
- A remarkable 10,000 plus events and social gatherings have had to be cancelled during the past three months.
- The vast majority of clubs have been forced to cancel their Annual Rally [TMC included].
- 61 per cent of clubs still hope to hold events of some sort later in the year.
- A number of clubs are holding online Annual General Meetings.
- Many club members have used their time in lockdown to restart 'stalled' restoration projects.
- Quite a number of clubs have greatly increased their use of social media, and have even held video conferences.

- Some clubs have introduced e-Newsletters, and two clubs created a podcast series.

A full summary of the results is available online at: www.fbhvc.co.uk. If you have any comments about the survey, please submit them to the editor for inclusion in the next edition of *Flower Power*.



Keith Pegram's decorated Mayflower on St George's Day — see page 5

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Contact:

Paul Burgess on: pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY



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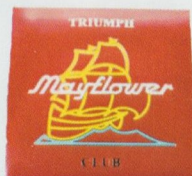
Hats: Beanie & Cap £10; Bucket £12



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Contact:

**Paul Burgess on: pburgess1956@gmail.com
or at 14 West Street, Blaby, Leics, LE8 4GY**

(Some great Christmas presents here, if you want to start dropping a few hints! Ed.)

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