

# TRIUMPH MAYFLOWER

## CLUB

- p 6 Fitting a Heald 13/60 engine
- p 8 " " Toledo 1500 "
- p 10 Shock absorbers
- p 10 Steering



# FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1983/4.

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Vacant.

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31, Phillipps Avenue,  
Exmouth, Devon.

\*\*\*\*\*

When writing to a committee member and you require a reply,  
please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfill  
their posts 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 the day.

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ED'S PIECE.

Hello again folks! Hope you all spotted my first deliberate mistake in the last mag. - yes, it should have been Issue No.32 not 31 as I put. But then again, most of you may not have remembered when the last mag was issued.

The response to my first effort was great and I now have some useful 'stuff' (a technical term we 'Editors' use meaning information and articles for publication) for future issues. But please send me some more. Without mentioning names thanks to you all for putting pen to paper.

You will see that the clubs response for the Brighton Classic Car Show was non-existent and it was left to me to do it all, but I am happy to say that things seem to be taking a turn for the better for the Birmingham Show in May, where most of the committee, it seems, will be attending at some time.

At the back of the mag, you will see the subscription renewal notices. "Fill 'em in and send 'em orf pronto!" if you wish to continue enjoying club privileges. (If you joined the club within the six months prior to April 1st 1984, you are covered for 1984/5 membership. Hows that for a bargain!)

There are at present only 60 of us fully-paid-up members, so we are getting very exclusive aren't we, but we are steadily increasing and if I had put the list of new members in this mag which were left out of my first one - which I haven't 'cos I have forgotten again and only put in the recent new members, then we would seem to be on the up and up, as a club despite 'Practical Classics' efforts to the contrary (see page 7).

Enough of my rambling for now - more next time.

Malcolm Bath.

\*\*\*EVENTS\*\*\*EVENTS\*\*\*EVENTS\*\*\*EVENTS\*\*\*EVENTS\*\*\*EVENTS\*\*\*EVENTS\*\*\*

- MAY 5/6/7th. Birmingham Classic Car Show at the National Exhibition Centre. This show will be about three times the size of the Brighton Show. TMC together with TROC and TRC will have a combined stand Approx 23m X 10m. Big Eh! Members Sue and Ian Hodkinson will be exhibiting their black 'flower along with a nice grey example. Edith and Mike Webber will be there on the Saturday, Reg and Peter on Sunday and Yours Truly on the Monday, as well as the other days possibly! Come and see us. Spares can be brought by Reg for collection by members if required. See you there.
- MAY 27th. Our annual get-together with TROC (and others) at the National Tramway Museum, Crich, Derbyshire. A great family day out with a special parking area for our ~~old-creeks~~ vehicles! Ride on a tram, Tea shops etc etc. See you there from about 11.00.am onwards.
- JUNE 24th Bromley Pageant of Motoring, Norman Park, Bromley, Kent. This is a big show organised by Practical Classics mag at which, last year I put my Mayflower on the corner of the TROC stand and did my thing for the club. This year I am committed elsewhere, but if any of you out there would like

Cont'd/ to attend on the Clubs behalf, please let me know. Again this is a family type day out.

JULY 22nd. Annual rally with TROC at Blenheim Palace, Oxfordshire.  
A beautiful setting for the clubs ninth event. More news next issue.

SEPT 2nd. Standard Triumph International Rally IX at Broughton Castle Banbury, Oxon. More news next issue.

(There are many many more events which I am notified of, but as most of you read about these in the glossy car mags I will save some space and not publish them here - unless I run out of other material).

\*\*\* SPARES NEWS\*\*\*SPARES NEWS\*\*\*SPARES NEWS\*\*\*SPARES NEWS\*\*\*

Reg Varney has agreed to continue as our spares secretary until a new secretary can be found. (Thanks Reg).

The following sealing rubbers are available from the spares sec:

Windscreen Surround	£14.25
Rear Screen Surround	10.25
Doorway (Same for LH & RH)	8.50
Rear Side Window	6.25
Boot Surround	8.00

ALSO AVAILABLE: Reprinted copies of:-

Service Instruction Manual	£8.50
Drivers Instruction Book	2.25
Body Repair Manual	1.75
Spare Parts List	3.00

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#### SECOND-HAND SPARES

The club has a lock-up garage full of second-hand spares somewhere near Newbury in Berkshire. These used to be dealt with by the late Frank Lane, and have remained in the garage since then.

If our new spares are taken on by John Gogay, he may have room to house and administer the secondhand spares. If not, we need a home for them.

We only used to sell a few pounds worth of these each year (it must be one of the least time consuming jobs in the club!) but despite this, we do not want to dump them.

If anyone is interested in taking on this post, please contact Malcolm Bath.

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BACK COPIES of the 'Flower Power' Magazine can be obtained from Malcolm Bath at 20p each plus postage.

As was mentioned in the last magazine, the combined Roadster, Razoredge and Mayflower stand at this years event won the prize for the best stand of clubs with under 1000 members.

Following our combined stand with the more sporting fraternity for the 1982 show, it was a logical progression to have our three clubs together on one stand this year.

Early in the year, Chris Bourgeois of TRC and I met John Cole - the exhibition organiser for a long chat over a few pints to determine the size of stand required and we finished up with one of the largest stands in one of the best positions, right next to the M.G., Jaguar and Thoroughbred and Classic Cars magazine stands.

After considering lots of stand layouts from all three clubs, we decided that Stewart Langtons arrangement was the most suitable (especially as he and Jennie had offered to make all the scenery, provide dressed dummies and a host of other things).

The layout included two of each type of car with an entertainments area in the centre, reached through an archway, and the clubs information tables, together with hanging banners, flowers arrangements etc; etc;

The TMC surpassed all previous efforts with a 100% NIL response from the committee and members alike to my pleas for cars for the display and people to help man the stand during the three days. So when the Thursday prior to the show came, I loaded up my flower with all the club posts, bases, ropes and all the club info and set off for Brighton.

As usual I was the last to arrive and I was met by Stewart, Ed Lacey, Chris Hewitt and their other halves from TROC and Bob Barlex, Fred Fielding and Chris Bourgeois of TRC, who all eagerly grabbed all the gear from my car and began assembling things.

I thought I was loaded up, but how Stewart and Jennie packed all that scenery, dummies, luggage etc; into their Sunbeam Talbot defies description.

Four of five hours later our stand was finished. The green carpet led up to the superb archway (with leaded light windows!) and the arrangement of cars all polished up looked very impressive. We had three spotlights aimed down on the cars from above and inside three of the cars we had spotlights fixed to the clutch pedal aimed at the roof to give a warm glow within.

During the next three days, the coffee machine perked nearly all day - we were selling coffee to other stands at 10p per cup and we donated the proceeds, about £11, to the Multiple Sclerosis Society - well done Daphne!). The corks popped and the pate was spread all over the place.

The friendly atmosphere that existed on our stand between the club officials and members was an inspiration to us all and there were many in-depth discussions as well as informal chats going on almost non-stop.

Karl and Luther Klementz of TROC with their Wives popped in and it was nice to get to know the Roadster crowd more (they really are human after all, well most of them).

On the Saturday night, we attended the prize-giving ceremony along with about 200 others, and when, to our amazement and delight, our stand was chosen for the under 1000 members award. I was shoved in the direction of the stage to receive our cup and a cheque for £100 and a kiss from the young lady who presented them. During our evening feed in the Hotel Metropole's Carvery, Ed Lacey and Nick Andrews treated us all to a large bottle of bubbly to celebrate our win.

As Sunday evening drew close, Ed made his umpteenth forage around the autojumble stands (I don't think any TROC members would believe the amount of time and effort that he and others put into the spares for the club). Daphne and Jennie made the last pot of coffee and Ashley Hawes, Nick Andrews, Rustom Patel, Bob Barlex and lots of other had their final say with regards as to how to administer the TRC spares, and we got ready for the imaginary six O'clock signal which meant that the show was over and we could start packing up to go home.

It may have taken nearly a day to set things up, but within an hour, all was dismantled and we were all ready for the off - well nearly all - Stewart and Jennie were still carefully piling dummies with evening gowns and top hats into their Sunbeam as most of us left the exhibition hall.

It was one big team effort, which made this years event so successful and we hope to repeat things at Birmingham in May and again at Brighton in November 1984.

Malcolm Bath.

\*\*\*NEW MEMBERS\*\*\*NEW MEMBERS\*\*\*NEW MEMBERS\*\*\*NEW MEMBERS\*\*\*

Welcome to the following new members:

No:410 -  
411 -  
412 -  
413 -  
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415.-

SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES

(SEE,ALSO,PAGE 11.)

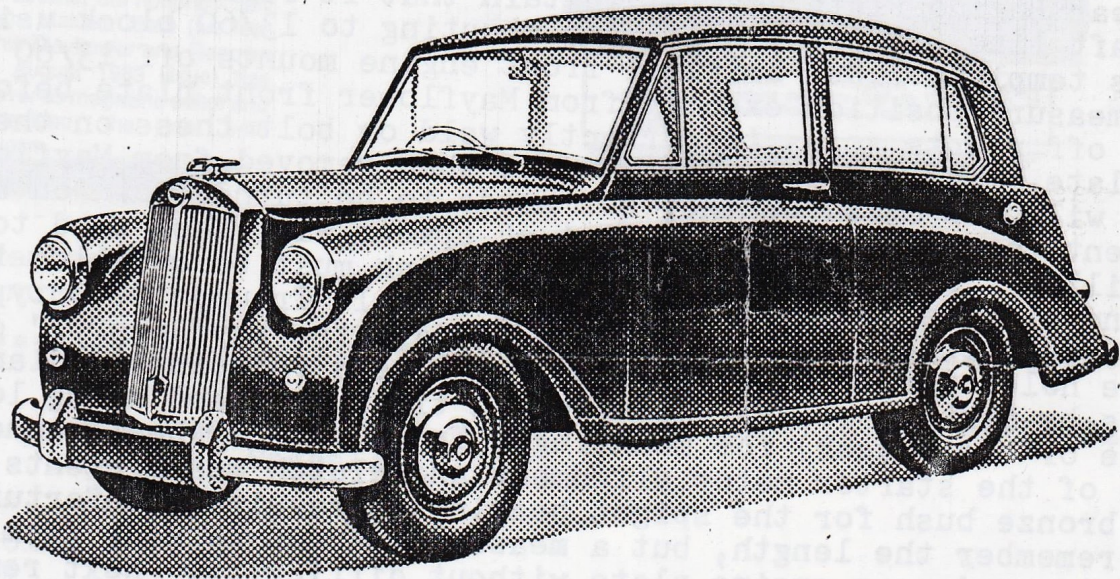
MAYFLOWER 1953 - Suitable for restoration £150.Tel - Dumfries 63722

MAYFLOWER 1953 - Standard model (ODV 295) Metallic Grey with red vynide interior. Contact Mr.Cole on Bedford 43336.

PARTS FOR SALE - Workshop and parts manuals, mainly BMC, but a few oddities. Many unusual commercials £10. for hardbacks, £5. for soft covered issues. HALF PRICE for members who are PAID UP TO DATE but postage extra. Ring Andy on Boston (0205) 69920 with your requirements or information about renewing your membership!



# The Triumph Mayflower



- ★ 1½ LITRE ENGINE ★ 65 m.p.h. MAX. SPEED ★ SMOOTH ACCELERATION ★ 35 m.p.g.
- ★ KNIFE-EDGE STYLE BODY ★ INDEPENDENT FRONT WHEEL SUSPENSION ★ RUSTPROOFED BODY
- ★ CAPACIOUS LUGGAGE BOOT ★ WIDE DOORS FOR EASY ACCESS ★ ANTI-DRAUGHT VENTILATION

**PRICE £450** (plus P.T. £188 12s. 6d.)

★ With heater and radio £35 (plus £14 11s. 8d. P.T.) extra

*When you buy a Triumph Car you have spares and service facilities available from over 2,000 distributors and dealers throughout the country*

**The Triumph Motor Company (1945) Ltd., Coventry, England**

*A subsidiary of the Standard Motor Co. Ltd.*

*London Export Office & Showrooms: 15-17, Berkeley Square, W.1*

*Telegrams: "Flywheel Wesdo," London. Telephone: Grosvenor 8181*

• TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

JUNE 1953

## FITTING A HERALD 13/60 ENGINE TO A MAYFLOWER

(As mentioned in the last mag, ex-member Norman Ward tells us how to put some 'oomph' into a sometimes breathless 'flower - Thanks Norman.)

I chose the Herald 13/60 engine which requires more work to fit than the 1200/1250 range, but the latter two would not provide sufficient power so fuel consumption would surely suffer. It is possible to fit the 1500cc engine, but it is rather a harsh unit and crankshafts can be troublesome, so as the 13/60 seemed the obvious choice I duly purchased one from my local breakers yard for £35, which, when thoroughly checked proved to be O.K. I then proceeded as follows:-

Remove Mayflower engine and gearbox, separate and remove Clutch - Flywheel - Front and Rear Engine plates. Remove Clutch - Flywheel and Rear Engine plate on 13/60. Position Rear Engine plate of Mayflower on 13/60 Rear Engine Plate, making certain that it remains central for crankshaft line and drill holes for mounting to 13/60 block using old plate as template. Cut original front engine mounts off 13/60 Front plate, measure position exactly from Mayflower front plate before cutting off mounts so as to correctly weld or bolt these on the 13/60 front plate. The starting handle dog, when removed from Mayflower front pulley, will fit 13/60 engine, but needs to be turned down on a lathe sufficient to clear crossmember. A  $\frac{1}{2}$ " spacer will then need to be made which will fit rear end of crankshaft, which must be dowelled to crankshaft and flywheel, the flywheel being a Mk.1. Triumph 2000 type, which needs to be drilled and tapped to accommodate the Mayflower 7" clutch. Also the holes for mounting flywheel will need reducing in diameter (I did this by making collars which were a tight fit) and using longer bolts (because of the spacer) for mounting. The 13/60 flywheel cannot be used because of the starter motor alignment and clutch measurements. Next a longer bronze bush for the spigot bearing is required, unfortunately I cannot remember the length, but a measurement can be made from gearbox bellhousing and rear engine plate without difficulty. Next remove and discard clutch release plate from clutch cover and assemble cover and clutch plate to flywheel. Fit a Mk.1. Triumph 2000 release bearing and carrier into bellhousing. (If carrier snout protrudes forward of 1st motion shaft splines, it may be necessary to remove and cut off  $\frac{1}{4}$ " and refit. The gearbox can now be mounted to engine (2 or 3 bolts near top cannot be fitted due to holes that do not correspond and these can be ignored). The next step is to obtain a Mk.1. Triumph 2000 front exhaust pipe, the 13/60 manifold is then cut off just above the front pipe flange, angled and rewelded to take the 2000 front pipe, this is essential to bypass the starter motor. Next remove and discard original exhaust system, remove petrol pipe clips from underside of car and reposition pipe to nearside and clip firmly. Remove starter switch and spotwelded bracket and mount inline near heater box. Extend dynamo and L.T. cables etc; to left hand side of car. The water heated manifold pipes will have to be repositioned to clear gearchange and steering tie rods. The engine and gearbox can now be installed. Connect up all fittings and mount ignition coil on nearside inner wing, make up remainder of exhaust system with a suitable silencer and tailpipe, which should now be mounted along offside of car. A suitable adaptor for temperature gauge capillary tubing should be fitted and also a longer choke cable. Convert throttle fittings to carburettor as necessary. The air filter I found difficult, as there is insufficient room for fitting, but I overcame this problem by making a welded slim box for extending to a suitable position. The radiator needs to be lowered as far as possible for a safe clearance between the bottom hose and fan blades, the hoses being cut down from a suitable equivalent. There are probably a few more small details that I may have forgotten, but none that should prove any difficulties, and I will gladly answer any problems for members, if in trouble. I am quite sure you will be impressed with the cars performance and economy.



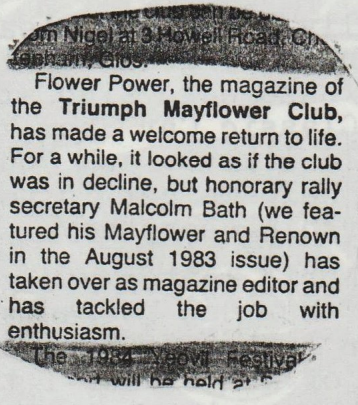
Mine on test did just reach 80 mph on a motorway, but driven at a steady 40-50 mph on open roads produced 39 mpg, but don't forget to use 4 star petrol.

A well worthwhile conversion with no more blown head gaskets or fear of climbing hills holding up traffic, and your Mayflower will be transformed to a miniature Renown!

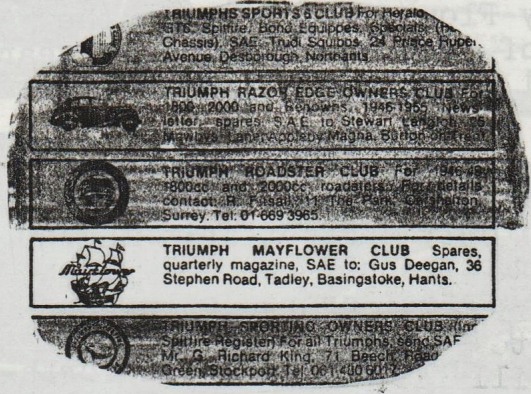
Best of luck - Norman.

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The following appeared in the February 1984 issue of Practical Classics:-



Membership increases?



Membership decreases!

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47. Westbury Lane,  
Newport Pagnall,  
Bucks.

17.1.84.

Dear Malcolm,

Please find enclosed a couple of bits and pieces that you may find of interest for the next F.P. If you consider that the "What's a Mayflower worth" article might give the wrong impression please file it in the bin. I realise that some people just don't consider values and it is not my intention to upset anyone with it. It all evolved from an occasion not so long ago when I was walking around the perimeter fencing of the Greenham Common Air Force base at 3.30 a.m. on a cold morning and trying hard not to doze off whereby my funny hat might fall off into something unpleasant left behind by one of those nice peace ladies. A colleague of mine who owns a Standard Pennant sparked it all off by bringing up the question "What if it got knicked? How would you know what was a fair insurance settlement?"

\*LETTERS\*\*\*LETTERS\*\*\*LETTERS\*\*\*LETTERS

I promise that in time for the F.P. after the one these bits are intended for, I will do an article based on my home re-spray, unfortunately time does not allow it in time for the next issue as I am under a great deal of pressure to finish decorating the third bedroom in time for the arrival of the complicated little pink person who is due shortly.

Please excuse the tipin g an thee spellin but iT is d ue to heR new tIPE riter, no t mee.

Yours faithfully,  
ESMOND TEARLE.

(Thanks for your article Esmond, how about a piece on how to fit Little Pink People Holder retaining straps in a 'Flower, next. Has anyone guessed his profession yet! Ed.)

'Woodrising'  
The Ridge,  
Little Baddow,  
Essex.

Peterskamplaan 5  
7576 TK Oldenzaal  
Holland.

23.12.83.

Dear Mr. Bath,

In May this year I had the pleasure of meeting you at the STIR Rally at Arnhem.

Being since almost a year the owner of a Mayflower I was interested in eventually joining the Triumph Mayflower Club, but I understood that club activities were on a rather low level then.

Naturally I am very pleased to read of the very good result of the Mayflower/Razoredge Club at the Brighton Classic Car Show, and again now I would like to ask you whether you could help me get in touch with the membership secretary.

In an April letter you gave me the address of Mr. Gus Deegan and passed my earlier letter to him, but having not heard of him since, I thought it would be better to contact you again.

Thank you very much for your co-operation.

Yours sincerely,  
John Markerink.

Dear Mr. Bath,

Following your Editors Piece in the Flower Power regarding spares secretary. I would be very sorry to see the Club disappear because of support.

I know how precious everyone's time is to them, and how busy everyone is, and likewise myself. Suffice to say my Flower has been in the process of renovation for five years and still isn't half finished.

For this reason and lack of space, I am unable to offer my services as a full spares secretary, and I can only suggest as a last resort that I could possibly look after electrical spares or brakes. Not much I am afraid, but if all else fails and no offers are forthcoming from other members, I will try to help.

Yours sincerely,

ROBERT.J.GRIFFIN.

(Thanks for your offer Robert, you may be hearing from us! Ed.)

\*\*\*\*\*  
\*STEVEN ROSSI of 'The Vintage Triumph'  
\*Register' of America - many thanks \*  
\*for your letter and mags! Ed. \*  
\*\*\*\*\*

Reg Montgomery,  
Membership No. 391,  
120 Yule Street,  
Lyal Bay,  
Wellington 3,  
NEW ZEALAND.

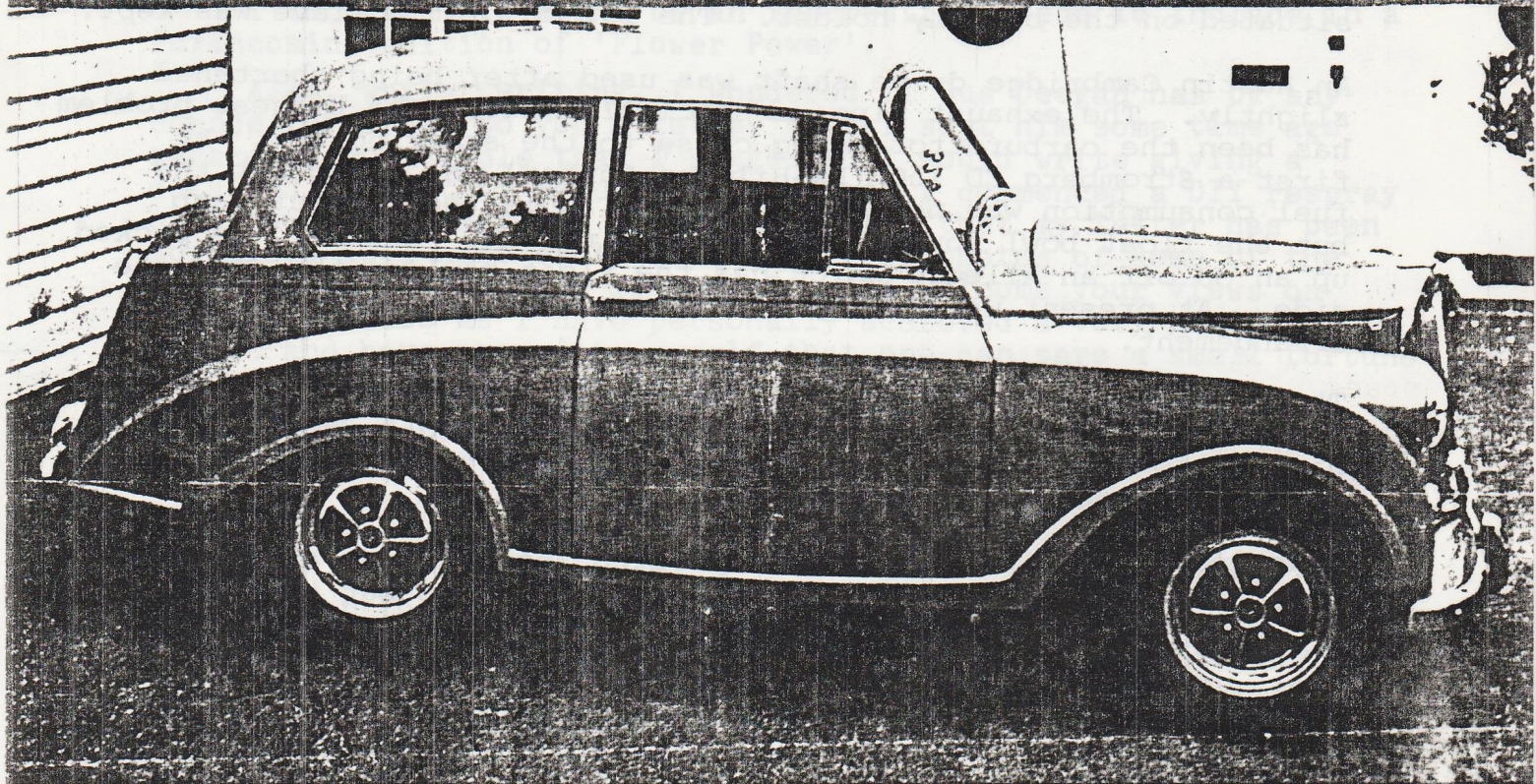
27 January 1984

Dear Malcolm,

Somewhat belatedly I have decided to write to you to congratulate you on your efforts in compiling the Club Magazine. The demise of the Club is rather disappointing especially considering the effort the committee members have put in to keep the Club running. I have enclosed an article which I thought may be of interest. I do not know where the article came from, it is all of ten years old.

I was interested to read in the last edition of Flower Power that someone has adopted a Triumph Herald 13/60 engine. One of my Mayflowers has been similarly altered using a Triumph Toledo 1500 engine and gearbox, as well as, a new dash using the Vanguard 6 instrumentation. The reason for changing the engine was that the car was in daily use and the standard Mayflower had difficulty in climbing Wellington hills. I already had one Mayflower die of a seizure half way up a hill. This combined with a non-existent supply of engine parts prompted the change.

# MAYFLOWER SPORT



## Michael Anthony's fabulous razor-edge Triumph with TR4 power

Two and a half years, four Triumph Mayflowers, one TR4 (crashed) and a Lambretta all played their part in making this rather superb vehicle you see before you.

Michael Anthony (who's in fur in Brighton - ?) sifted his way through those four Mayflowers (he took the Lambretta as a job-lot with one of them) before settling for the best one, a 1952 model, for which he parted with just £12. And this is where the story really starts!

Michael knew that the TR4 had been developed using many Mayflower parts and figured that maybe he should turn the tables by fitting TR bits to a Mayflower. Out came the engine, gearbox, back axle, front suspension, steering and brakes (not much left really) and one way or another the TR4 bits went back in.

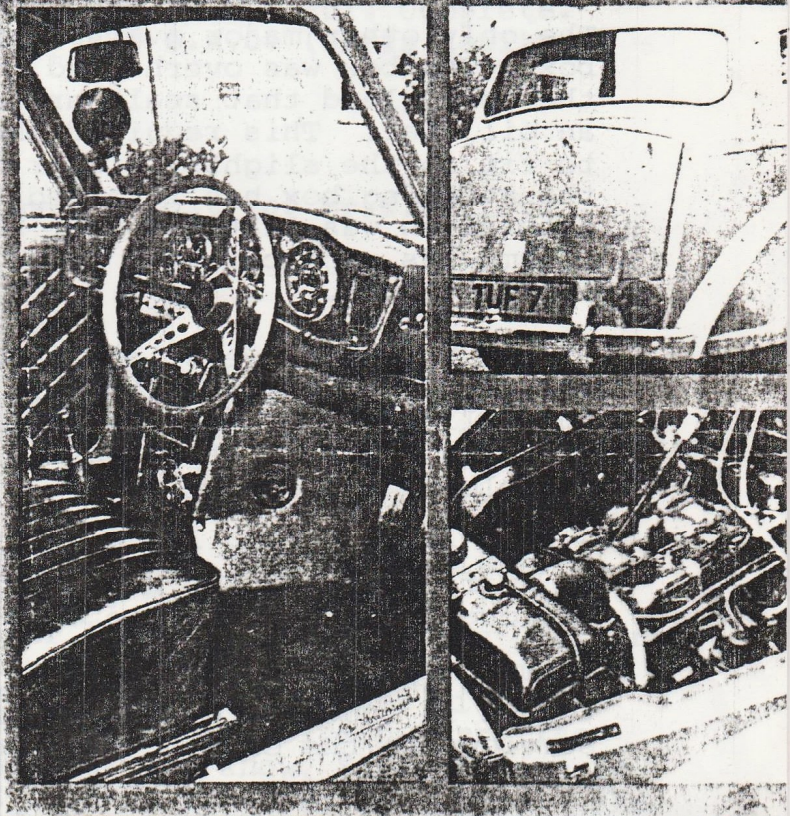
Despite a three inch difference in wheelbase, the propshaft wasn't even shortened - the engine was just moved around until it fitted and then mounted then and there. The bulkhead and transmission tunnel had to

be cut out and a new one made up to accommodate the bigger mill and box. Few problems were encountered but the dynamo fouled the newly fitted rack and pinion steering so an alternator was fitted on the other side. The original rad was okay once it had a larger core fitted. Before that it tended to overheat easily.

Inside the specially made tinted windows is an interior featuring Renault 10 seats and a TR4 wooden dashboard. It has been trimmed out so well that you'd think the car was straight from a specialist coach-builder.

Incidentally, the registration number TUF 7, is just one of a series TUF 1 to 9 that Michael owns - and he has them all fitted to vehicles.

Michael has done all the work himself bar the spraying - even down to making new uprights for the front suspension. The result is a car that wouldn't disgrace a Park Lane showroom. It'll cruise quietly at 90 mph with the engine just ticking over - the TR was very high geared - and is comfortable and practical as well.



Basically, the engine and gearbox fitted reasonably well. The engine and gearbox mounts were simple to adapt to the existing supports. The floor had to be cut and a floor tunnel fitted for the floor change because of the remote on top of the gearbox. Although, my brother, the mechanical guru who has done all this, believes it may be possible to fit a Standard 10 gear change instead, so the floor will not have to be cut. The clutch used the existing pedal with a Hillman Imp master cylinder in the same place as the original master cylinder with the reservoir tank situated on the battery holder. The Toledo clutch slave was kept.

An Austin Cambridge drive shaft was used after being shortened slightly. The exhaust pipe was specially made. The biggest problem has been the carburettor being close to the steering box. At first a Stromberg CD 150 (Ex-Hillman Hunter) was tried but the fuel consumption was not too good. An SU is the correct carb but the float bowl fouled on the steering box. However, we picked up an SU off an Allegro which has the float bowl on the opposite side. At present we are trying to improve on the air filter arrangement.

The performance of the car has improved drastically with a cruising speed of around 60 mph. The four speed gearbox and high ratio diff gives the car very good hill climbing ability which is essential in New Zealand.

Other parts that have been incorporated into the car at various stages were Hillman Hunter front shock absorbers but these had to be altered by cutting off the bottom bolt and welding on the mount from the old Mayflower shocks. When I was in England in 1981 I brought back a pair of TR2 front shocks to replace the Hillman shocks. I was fortunate to find a set of Gabriel (Striders) adjustable shocks which were almost the same as the existing rear shocks.

The only other major overhaul that has been done was the steering box. The box was overhauled according to the manual except that the cork gland that seals around the drop arm was replaced by an oil seal. This required the box to be machined out slightly to fit in the slightly bigger oil seal. This is the first time the steering box has retained all its oil. The only other alteration was that the felt bush in the top of the steering column was replaced by a nylon bush which was machined up on a lathe to suit.

Of the few Mayflowers left in Wellington one is beautifully restored and in constant use. The owner, a mechanic, has replaced the cylinder head studs with bolts and consequently does not have the usual problem of trying to separate the cylinder head from the block.

I hope these little tit bits are of interest. With no real supply of spare parts in New Zealand it has been necessary to adapt various parts to keep the cars going.

I'll be in England in May - July this year on holiday and hope to get in touch with members of the Club and also volunteer my services to the Club if required for anything.

Until then,



47, Westbury Road,  
Newport Pagnall,  
Bucks.

31.12.83.

Dear Malcolm,

I have enclosed a copy of an advertisement that I found in the June 1953 edition of the 'Light Car' magazine.

I thought this might be an interesting piece to include in a forthcoming edition of 'Flower Power'.

Also, whilst writing, I wondered if Gus Deegan has by any chance forwarded to you a letter that I sent him some time ago regarding an article that I suggested I would write giving a detailed account of my experiences when I commenced a DIY respray of my own Mayflower. I am rather hoping that my letter has been forwarded as I also enclosed a couple of photos of some of the finished work. However if not, I would welcome your views on such an article as I have personally achieved a very good end result and have proved to myself that one can save a small fortune if you have the time and inclination to have a go.

I look forward to your views on this point and enclose an SAE for your reply.

All the best for 1984,  
Yours sincerely,  
ESMOND TEARLE.

(Thanks for the advertisement which appears elsewhere. What respray letter? - What respray photos? All lost in the mists of time!! Please tell us all Esmond - Ed.)

SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES

Black Mayflower in a 'tinkers' yard called 'Ansells' at Wisborough Green, near Billingshurst, Sussex. Reg No. OBP 361. Complete. Standing many years. 73,000 miles - £75 o.n.o. (Chris Hewitt of TROC sent me this one. Ed.)

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Almost a give away - Black Mayflower - must go! Mr.N.Pellet.  
Tel: 0293 23715.

\*\*\*

Mayflower with brown leather interior for sale. Roadworthy condition - recon engine and brakes - new MOT, offers?  
Tel: Mrs.Reeves (Nuneaton 342639) 51, Cedar Road, Nuneaton, Warwick.

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SAMANTHA NEEDS A GOOD HOME - "Samantha", a 1953 Mayflower is one of 500 originally imported to the U.S. by Fergus Motors in NYC. She was originally owned by Eleanor Funk (Funk & Wignalls Dictionary Co,) and was used at the Funk's summer residence at Southampton, Long Island. Samantha's second owner was VTR founder Richard Langworth who is also co-author of the book "Triumph Cars: The Complete 75 Year History." As many of you know, Samantha can be seen on the cover of THE VINTAGE TRIUMPH issue No.15 (1977). She is completely original with 33,000 miles. There are a few hundred miles on her rebuilt engine. She is black & cream two-tone by Fergus and has Cello grilleguard, Denham whitewalls. She is a superb, unrestored example of a rare car and needs only minor work for concours. 3,300 dollars. She is presently owned by Randy Mason, VTR's Chief Judge and Archivist. He can be contacted for more information at 23072, Beech Street, Dearborn, Michigan 48124. (313-563-5824 or 271-1620)

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(11)

## WHAT'S A MAYFLOWER WORTH ?

I wonder just how many of us have at some time thought to ourselves how much is our cherished Mayflower actually worth, I feel sure that if we are all honest we must admit that the very thought has crossed our minds.

I do not mean what value the car is worth to us personally, I was thinking more along the lines of what is it worth in terms of an insurance valuation or if the car was to be sold then what price should be sought. In fact the question must arise as to who is in the position of being able to determine the value of an unusual and somewhat rare little motor car? Not only in the case of our cherished Mayflowers but in the case of any of the other numerous classic or collectors cars.

It is in a great many instances that a classic car fanatic invests far more money into his beloved motor than he could ever hope to obtain should he ever decide to sell it. However this must surely sum up the desire to own a little car that one considers to be worthy of preservation. It is because of this that the classic car scene is as we know it today. I can personally say that I have spent more on my Mayflower than I could ever hope to realise if I were to sell her, the sum must be a very substantial figure.

Before I go any further let me make it quite clear that my reason for writing this article is not so that I can attempt to find out how well my nest egg is increasing in value as she sits out there in the garage, that is not so. I would part with my Vauxhall Nova before I would ever consider parting with my Mayflower. However, I am curious to learn of the opinions of other Mayflower owners in respect of their thoughts about the value of the marque. I realise the topic is taboo in the minds of some and that you may well think that I am totally out of order for even daring to mention such a topic, let alone write about it, if this is the case then I apologise.

Many of you must share my thoughts though, and probably many of you peruse the pages of the Practical Classics magazines guide to car values which features the Mayflower along with numerous other automobiles of similar vintage. If so then you will have probably noticed that the guide showed the Mayflower as steadily increasing in value. The guide is based on the prices cars are fetching in the motor trade, the prices club members are paying and getting for cars and also the asking prices people seek when advertising a car for sale. You will also have noticed that in the issue of the magazine where Malcolms Renown and Mayflower were featured, the price of a "condition 1" car was £800, a drop of £550. from the guides figure only three months previously, and also at a time when virtually all the other cars listed had either increased in value or remained stable. I will expand upon the term "condition 1" later but would add that this is not to be confused with a mint or concourse example.

I do not want it to appear that I am having a dig at Practical Classics, I personally think it is an excellent magazine and certainly is the only one that caters for cars such as ours as opposed to the more exotic rich mans play things the other magazines seem to constantly feature, indeed it is pleasing that a feature should be written on the Mayflower, but I gained the impression that Geoff Le Provost the editor, simply preferred Malcolms Renown to the Mayflower and that in some ways he was comparing the two against one another. The end result being that the Mayflower was perhaps judged rather unfairly. Can a fair comparison be reached when comparing two vehicles of similar body styles but different levels of luxury and performance?

So, how do you accurately assess the value of a Mayflower ? I feel sure that every Mayflower owner must have an idea of what his car is worth in terms of value, so please put pen to paper and let us all know your views. If you would care to drop me a line I will gladly try to collate all the figures offered and perhaps we will arrive at a figure making us a little bit the wiser. Once again let me stress that I have not written this article out of the need to know the value of my own investment, more out of curiosity.

We must establish a guide relating to the vehicle condition so what better idea than that used by Practical Classics.

Condition (1) Cars in first class order in every respect (although not concourse) immaculately maintained and free of significant faults.

Condition (2) Cars in need of work / parts to obtain (1) but generally in good order and capable of regular use, having earned a justifiable mot.

Condition (3) Cars in need of a complete rebuild although possibly driveable. Still a long way to go before making (2).

So to conclude - What's a Mayflower worth?  
I hope to hear from you with your views.

Esmond Tearle  
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Buckinghamshire.

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Rear cover is a Peter Burdge doodle - Anyone fancy making one?

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The next committee meeting is at The Birmingham Classic Car Show on Sunday 6th May 1984 at 1.00.p.m.

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Next issue of Flower Power will be the Spring issue due out in May 1984. All information to the Editor be end of April 1984.

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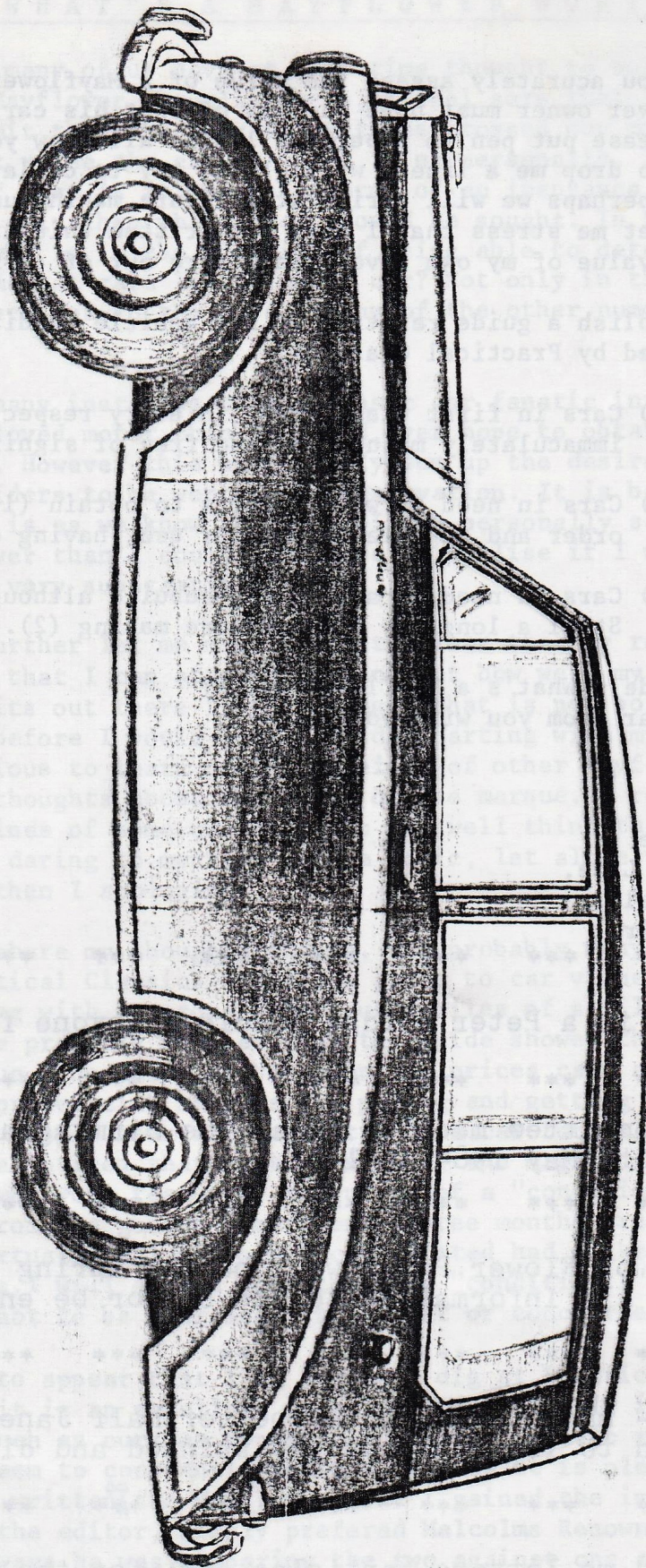
As before - many thanks to my better half Janet who did the typing, and to Tom Robinson who printed and distributed our mag!

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Please send me letters, articles etc; for the future issues, if I get enough photos from you I might include a page of photo reproduction.

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Mr.Stacey of 10, Moxhull Road, Kingshurst, Birmingham, wants a Mayflower. Phone - 021-770 7675.



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