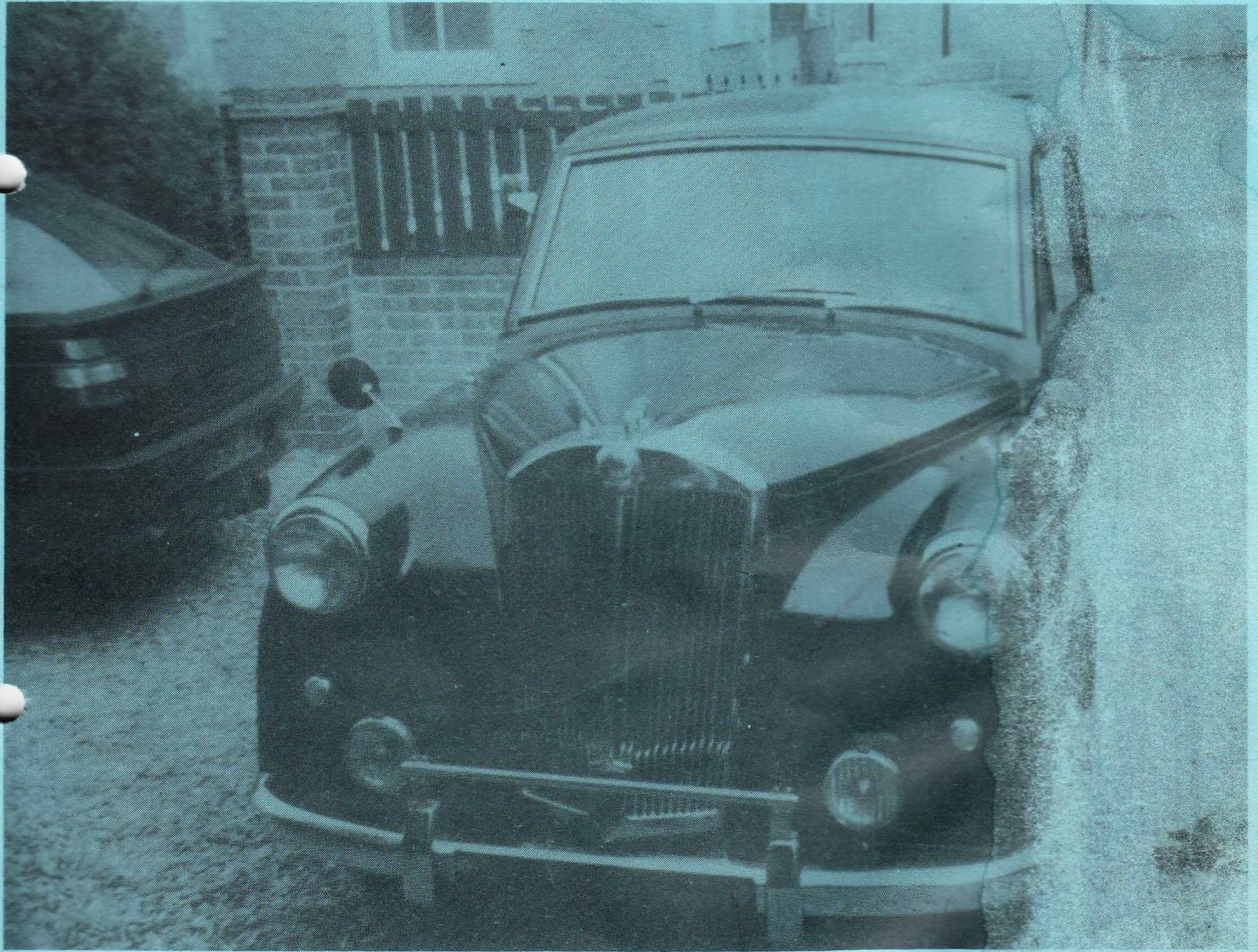


TRIUMPH MAYFLOWER CLUB



AUTUMN ISSUE

(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
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*Please note that all the above committee members fulfil 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 day*

FLOWER POWER

AUTUMN EDITION 1990

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COVER STORY

After four years work the editor's Flower is at last respectable enough to come out into the sunshine !.

... ..

The information contained within Flowerpower 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 member's own risk and neither the club nor any individual shall be in any way liable for injury, loss or damage, resulting directly or indirectly from use of such information.

SPRING.

SUMMER.

AUTUMN.

WINTER.

FLOWER POWER

Editorial

Another issue that might become contentious between members, for some time now I and others have noticed an increasing number of Flowers beginning to sport hub caps with the Triumph Globe Badge in the centre.

Now it occurred to me that nowhere have I seen any photographs or read any literature which suggests that the Mayflower was ever produced with globe badges on the hub caps. An investigation into the club's archives, photographs and press cuttings was made, alas nothing has been found to back up badges fitted on the hub caps, so unless any reader has any information to the contrary I'm afraid that it is not an original specification for the car.

There were however, a number of artists impressions of how the car might appear, released to the market, I have included one for interest. Note that a number odd things appear on the drawing that never did make it onto the finished product, the position of the filler cap, bonnet badge etc, etc.

... ..

No response to my request in the last issue for information relating to the use of the Mayflower as a police car, but a surprise, a Flower in the guise of a police car in the Bahamas !. (see letters) It starred in a TV programme which I missed, so if anyone managed to tape it, I would appreciate a copy so that a print can be made for the archive's, the tape would of course be returned.

... ..

A number of items in the motoring press recently have raised the question of how should points be awarded to cars in competition, (comment on the standard of cars was made in the last issue) Should points be awarded for originality, mileage covered, engine bay cleanliness etc, etc, perhaps you have some thoughts or suggestion's on the subject that may form guide-lines for our own self judging at annual rallies.

Comment's, suggestion's to the editor please,

<p style="text-align: center;">RECORDED RADIATORS</p> <p style="text-align: center;">Radiators have been recored, uprated flowrate and are guaranteed</p> <p style="text-align: center;">£79.00 (Exchange basis + carriage)</p> <p style="text-align: center;">Contact: Stephen Parnell (Secondhand Spares)</p>

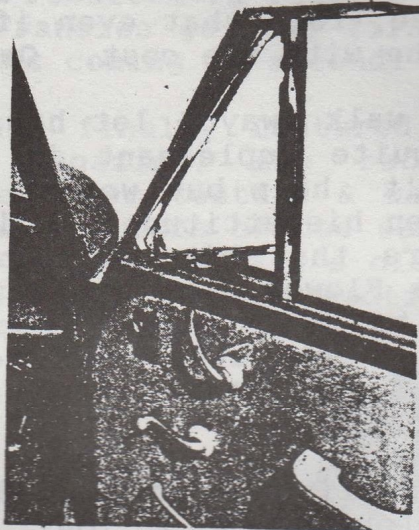
FLOWER POWER

Editorial

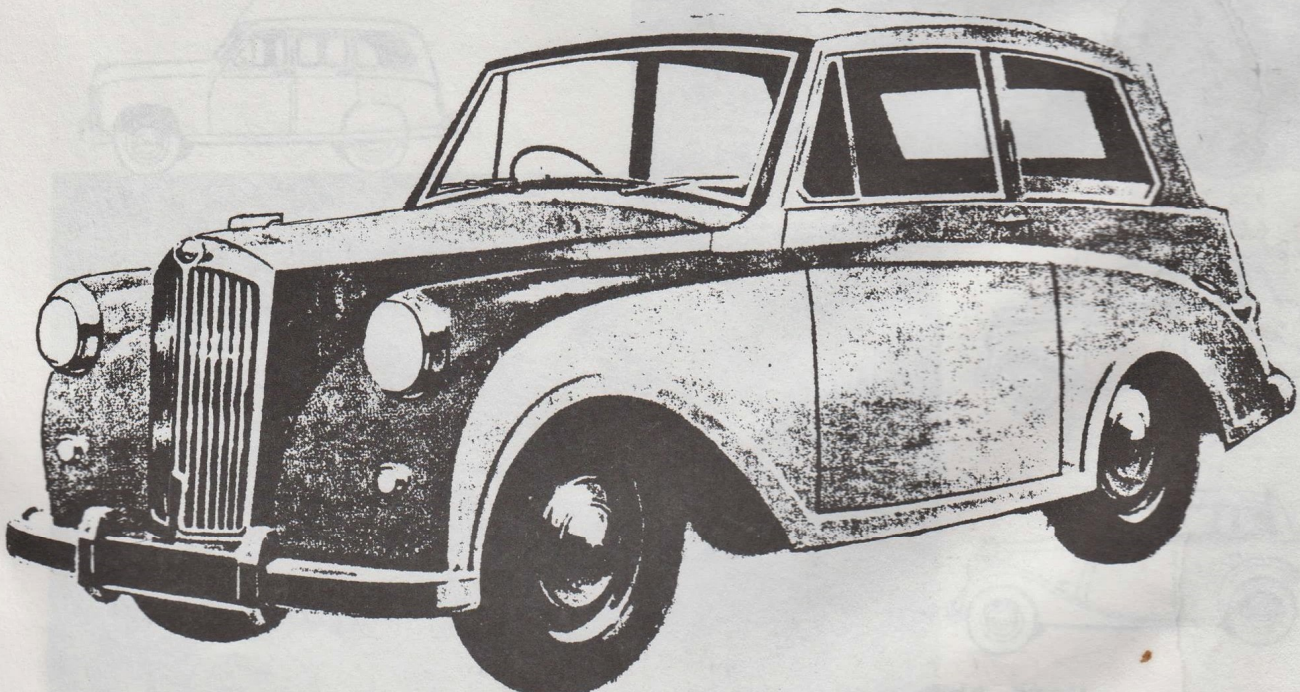
From the middle of a pile of cuttings came this picture of the interior of a Mayflower, but take a closer look there seems to be a switch of some type just forward of the door handle and a map pocket under the arm rest.

Any ideas or comments to the editor please.

.....



An artists impression of what the Mayflower might look like, various issues of such drawings were released can you spot the differences between the drawing and the final production versions.



FLOWER POWER

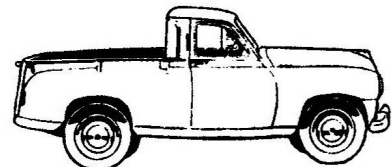
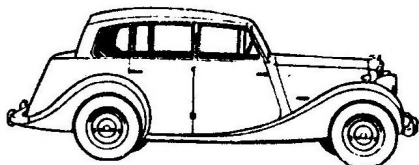
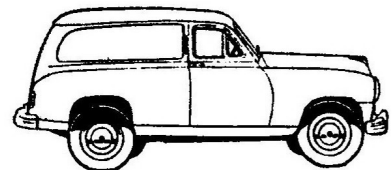
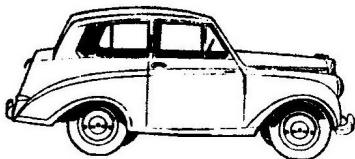
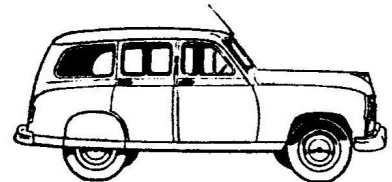
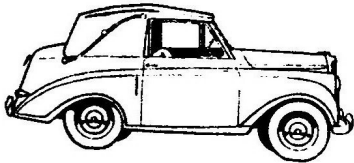
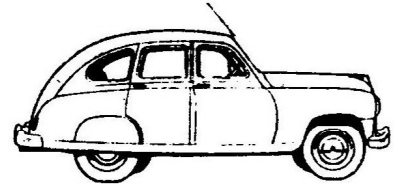
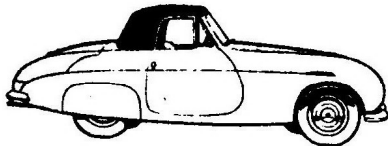
Miserable flower owner.

I recently visited Woburn Park to look at an old vehicle road run from Milton Keynes to the park, the weather was poor but there was a good attendance & a fair autojumble inspite of the rain.

I soon spotted the lines of two unknown Mayflower's & went across to introduce myself to one of the owners who was by his car. Quite soon I began to wish I hadn't, in general most people are happy to talk about their cars & it's interesting to find cars not in the club. This owner was, to put it mildly, a miserable person, did not think our club was up to much, would not join even if it was free, felt that even if we had parts we held people to ransom for the with the cost. On & on he went.

At this point I decided to walk away & let him grumble, besides which I could have been quite unpleasant in return if I had stayed any longer. I can't help but wonder why he wanted to bother with cars at all given his attitude, I did bite my tounge but I can reveal to members that his car inparticular was an extremely poor example of a Flower, the other was only slightly better I did not meet its owner who I hope was of better tempremant than his friend. Both attend rallies together & are from the Nottingham area so I understand.
(perhaps Pete Smith knows them)

If you see these cars at a meeting be advised that you might not get a nice greeting. Unqfortunatly I lost the registration numbers of the cars, but one was off white in colour with an incorrect rear bumper, the other was maroon and black.



Name the car ? answers in next issue

FLOWER POWER

Vice-Chairmans Ramblings

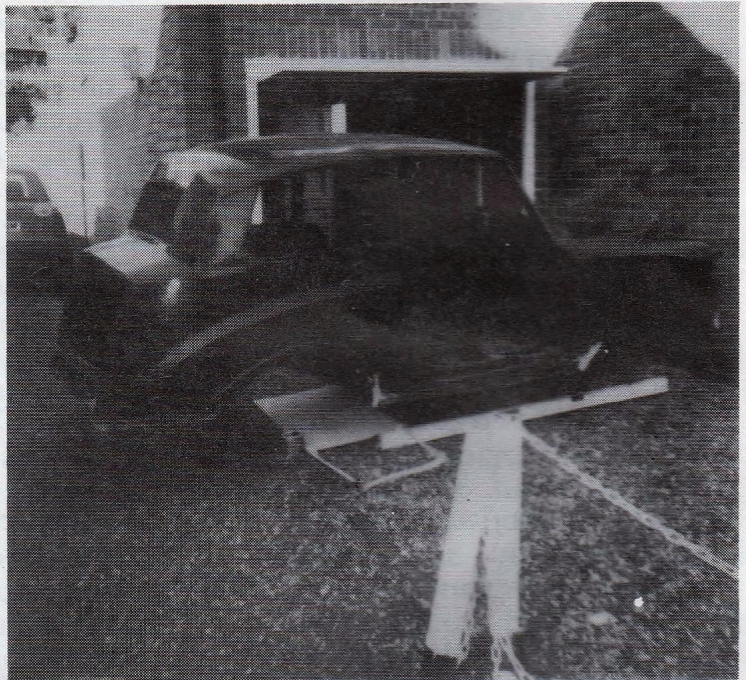
The reported informal northern meeting on Sunday the 30th of September was regrettably a wash out !. After so many months of beautiful weather the heavens opened, in addition to which the event was poorly attended.

But my thanks to Alan Kormes (KOR958) & Peter Benfield (439HYO) who took the time to attend, I took along my Flower FVL435 albeit in a poor state as I didn't get any time to clean her. The concourse judging resulted in Peter's Flower coming third, with a very pretty Lea-Francis gaining first place with one of my own Armstrong Siddeleys coming in second.

Peter's car 439HYO finally featured in the November issue of "Classic Car's" magazine, she received some very pleasant comments from the other testers & was in no way disgraced when alongside comparable motors of the same era. Well done Peter a worthy restoration of Phill Hall's old car. My own Mayflower is advertised in the sales & wants section, I reluctantly must sell the car due to a shortage of space.

John O. Vice Chairman.

*The Ed's car
four years ago*



*David Rodger's
Mayflower*

FLOWER POWER

Letters

From David Rodgers, member No 632.

It gives me great pleasure to enclose photograph's of OBP274 for the magazine.

I purchased this Flower, in August 1989, the vehicle having been dry stored in a garden shed at Attleborough, Norfolk since 1976. The recorded milage was 4400 and since it's first MOT in July, 1990 I have added a further 550 miles.

Very little fabrication work was required during restoration apart from the front section of the floor pan and bottom of both front wings. No previous welding appears to have carried out apart from the offside jacking point, which had been replaced at some stage.

The only non original part fitted by the previous owner was the flasher system, I have left this fitted although I have refitted the trafficators.

The fuel system presented a problem during restoration, the car would run for a few miles and then cut out. I replaced the fuel pump, renewed the fuel pipe, fitted an in-line filter and flushed out the petrol tank many times, but I still had the problem.

The only cure was to cut out a section of the fuel tank, remove the rust and other deposits from the tank end of the outlet pipe inside the tank and weld back in place the section that I had cut out.

This solved the problem, but I now know why a lawn mower fuel tank was tied above the engine when I first purchased the vehicle !!.

It was also necessary to have the radiator unblocked by a local engineer and he took great pride in doing the job as he owned a Flower from new in the early fifties.

We have attended four local shows this summer in the Flower and have only met one other Flower, this being owned by a gentleman from Norwich.

During the winter months I intend to search and find a replacement rear bumper, over - riders for the front and rear and a new near side boot hinge.
(The spares secretary only carries in stock the off - side boot hinge)

I look forward to the 1991 club meeting in order that I can meet with other members.

David Rodgers.

FLOWER POWER

Letters

A TALE OF TWO FLOWERS

In 1966 I was a student in need of a car. I had £50 to spend and I'd already lost my heart to a silver mayflower in the student car park, the lines just appealed to me.

That one wasn't for sale so I bought another: JSF869, in dark green with tan upholstery. She had a dent in one wing but otherwise, to my youthful eyes, looked fine.

As JSF and I got to know each other better I began to learn the old rule that good looks aren't everything. The engine drank oil at about 50 miles to the pint and big-ends, little ends and main bearings all sang a merry song of impending disaster. She started badly and her axle leaked, she overheated, in general she wasn't a happy car and I wasn't a very happy owner.

So in the first year I sorted out all the little faults and in the summer I bought a workshop manual and rebuilt the engine. Things were a little happier after that, though JSF was never exactly a fast car and as a foolish young man, I was getting more and more interested in fast cars. When the overheating returned and a warped head was diagnosed, I made my decision: away went the Mayflower and with the money I bought a Sunbeam Talbot 90.

Doing a ton in the Talbot was terrifying, illegal and expensive because eventually that engine blew up too - but that's not part of this story. I soon almost forgot about Mayflowers and indeed, so completely did they vanish from the roads anyway that soon, I couldn't have told you when I'd last seen one.

Twenty four years later I went to New Zealand to work for a year in a small town, the day I arrived I drove past a used car lot and saw - a Mayflower. I was astonished! of course, my wife and I just had to have a look at this unusual car, looking so out of place in a sea of second hand Toyotas. What did we find?, A Mayflower rebuilt and restored in 1982, colour red, looking rather smart.

So we did a silly thing: we went for a test drive, just for old time's sake and with no intention of buying. This lumbering tank of a car was such fun to drive that we did an even sillier thing: we bought it.

So here we are, visitors to the country furthest away from home, proud possessors of a forty-year old car which we have to try to bring home with us. If we succeed, KJ4135 comes to a club rally, surely no other Mayflower will ever have travelled further?.

Forbes Alexander
Member 650.

FLOWER POWER

Letters

Four Year restoration

Four year's ago I purchased a forlorn Flower, it was a runner and appeared to be quite sound but scruffy inside and out, Having decided that if I was going to restore it at all I would do it right, I set about dismantling the whole thing so that the body could be inspected and repaired.

Having got it down to just the body with no fittings attached, the handywork of previous owners was unearthed. Badly patched with plates and pop rivets, but skillfully camouflaged with filler, underseal and paint, the front floor pan's and door pillar roots were found to be held together by the pop rivets. Oh well I wanted to learn how to weld, so I purchased an electric arc welder and fourteen months later I completed the restoration of the body.(I can burn holes in anything now) Now followed the awful job of painting the underside with hammerite, then rustproofing the sections and bottom, If ever I felt like giving up it was at this stage, I just never seemed to get to the end.

Now for the mechanical side of things, rebuild the rear axle, gearbox, engine, springs, steering, brakes, obtain new set of tyre's re-wire & recondition all the electric's and put it all back together ! The clock now stands at two years and four month's, but at least it looks like a car now. Now I fancied myself as a paint sprayer, so read up, buy a spray outfit and off we go again, well at least primer is not too difficult, but I do not enjoy the amount of preparation that goes with it.

At this stage I sent all the brightwork to be re-chromed as and when I could afford it, so whilst I waited the interior was rebuilt, a reconditioned roof lining was obtained from Pete Smith, a complete set of seats & trim in very good condition came from a dead Flower, a complete set of control knobs had to be manufactured and a set of carpets made, new rubbers from the spares secretary and this stage was complete, however we are now three years and nine months into the rebuild.

At last the brightwork is rebuilt and in position and with the assistance of a professional paint sprayer (I am sure you can guess why) the final coats of paint were applied now it is beginning to look good. Endless rounds of autojumbles supply the period accessories that have made the end result quite presentable, too late for this year's rally and I still have the tracking and the MOT to go but after the winter she will be out & about.

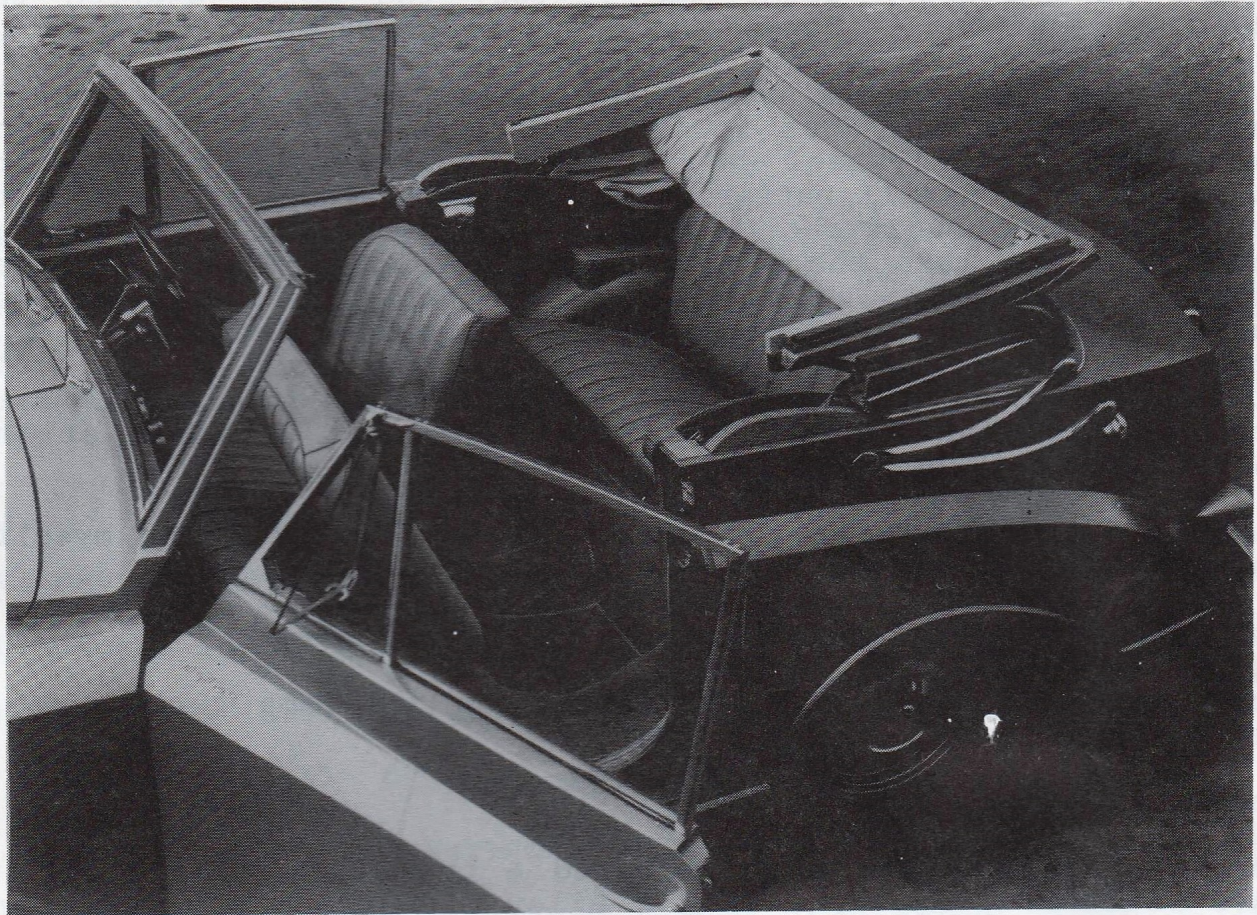
I would not describe the car as concourse, it has a few wrinkle's but it is a good example of a Mayflower with all the right parts and period accessories, But in all honesty, I have to say that if I had known in the beginning what I know now, I would never have embarked on this restoration, however at the end of the day there is a feeling of satisfaction, and boy do I know the in's and out's of the Mayflower.

Mike Hurst. Ed.

FLOWER POWER

Letters

Paul Norton has kindly lent us some photographs of the the Mayflower convertable he obtained about four years ago at an autojumble, for publication in this issue.



Letters

Thank you for your article in Tech - Tips in the spring edition regarding the starter motor teeth , the tip came just in time for me. When I replaced my engine with a Herald unit (Yes I can hear the groans) which is connected to the Flower gearbox, a second hand starter motor was fitted, the motor started the engine alright but it tended to be rather sluggish.

I put this down to the compression being strong in the rebuilt engine, it gradually got worse until after a while the pinion jammed with the flywheel gear, which could not be rocked out, so yours truly "still sufferin" had to carry a hammer about with me to belt the bendix out ! (get out & get under). OK, you say why didn't you take the starter motor straight off at the first sign of trouble ?. Well it wasn't that simple with the new engine the starter motor being on the off side & removing it ment trying to get it through the exhaust pipe downwards, no way could it come out upwards as the manifolds, carb & side panels said no. yes its true, I had to take the exhaust pipe off at the manifold to get the bug*** out !

Shouldn't the starter motor pinion have teeth ? I ask myself, the starter ring on the flywheel has got some still.

Just then I remembered the article in Flowerpower.

The extra tooth made all the difference and Emma turns over a treat now.

Thanks Ed.

Harking back to cars being pampered & trailered to rallies, I have received a magazine from a Riley Club which shows a prize winning Riley Elf being unloaded at a show, out of the back of a BUS !

from Pete Smith.

SPARES UPDATE

<i>Part No:</i>		<i>Price £</i>
200182	Timing Chain Gasket	1.75
43669	Tappet Cover Gasket	1.75
100862	Valve Guide	2.00
200175	Head Gasket (Limited supply — only 1 per member)	20.00

FLOWER POWER

Letters

Are you going to the National Classic Car Show at the National Exhibition Centre Birmingham on December 1st to 2nd, over one hundred clubs will be there.

Malcolm McKay. Club Editor Classic Cars.

... ..

Care of your Battery

Kevin Martin wrote to the club with an update to his previously printed article on the care of batteries, he advises that he is still prepared to assist & answer any question's that reader's may have.

Our thanks to Martin for his article. Ed.

... ..

Welcome to New Member's



NOW AVAILABLE

**LOOSE LEAF
WORKSHOP MANUAL**

Reproduced Workshop Manual in PVC Ring Binder

Price £15.00 plus £2.50 post & packing

Available from the Spares Secretary

Letters

Did any of your readers see the recent mini series on Independent TV in August, - Murder in Paradise - the story of the murder of Sir Harry Oakes in the Bahamas during the war years. There were several sequences filmed outside the police station and there for all to see was the local police car of the time a Mayflower.


from RI.Sinclair Member 570.

... ..

John Popkiss has written to say that with the assistance of the recent article on moulding replacement control knobs, he has successfully produced two sets after experimenting with the colour mix. John will try out the knobs and let us know how they stand up to use.

... ..

Anyone remember petrol rationing, a complete book of coupons were found the other day, maybe they will come in useful the way things are in the gulf ?. ed.

LH7 305130  LH7 305130

Motor Fuel Ration Book

<p>MOTOR CAR (incl. Tricycle) not exceeding 1100 CC. 1-9 H.P.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Registered No. of Vehicle</td> <td style="width: 50%; text-align: center;">Registered No. of Vehicle</td> </tr> <tr> <td style="width: 50%; text-align: center;">Date and Office of Issue</td> <td style="width: 50%; text-align: center;">Date and Office of Issue</td> </tr> </table>	Registered No. of Vehicle	Registered No. of Vehicle	Date and Office of Issue	Date and Office of Issue
Registered No. of Vehicle	Registered No. of Vehicle				
Date and Office of Issue	Date and Office of Issue				

This book is the property of Her Majesty's Government

Instructions to Issuing Clerks:
See that the issue of this Ration Book is recorded on the applicant's registration book

This portion, after completion, to be detached and forwarded to the Regional Petroleum Officer with Form P 2218

The coupons in this book authorise the furnishing and acquisition of the number of units of motor fuel specified on the coupons. 51-1577

The organisers of the fleet car show at Olympia have asked if the club can provide a Mayflower or two for their static stand in 1991. If anyone is interested please contact the editor, the dates are March 5th to 7th 1991, however the car would need to be on the stand on the 4th.

Body - shop

I recently saw a panel beater selling a range of parts for classic cars at a rally in Woburn, amongst which were a number of items for the Mayflower as shown below.

They seemed to be quite well made with the exception of the sills which did not have the range of double curves that are on the original. They can however form a good basis from which a restoration of the sills can take place.

If any of our readers do purchase any of the parts I would be interested to here how good they are.

J.Collier

4 Mortimer Road. Kempston. Bedford. MK42 - 8RE.

Tel = 0234 - 840958

Repair Panels & Classic Car sills. Price List at 04-10-90

Front Apron £45.00

Part Sill o/s or n/s £15.00 each.

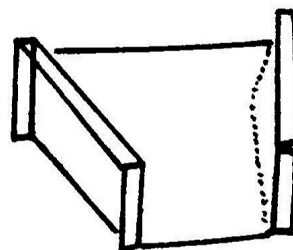
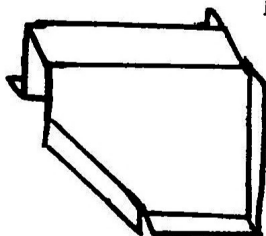
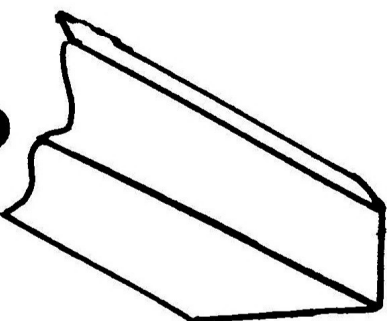
Inner Sill o/s or n/s £4.00 each. (4' x 5" x 3/4" x 5/8")

Front Member £6.00 each. (6.1/2" x 4.1/8 x 2.1/2")

Rear Member £6.00 each. (6" x 4" x 5.1/8 x 3")

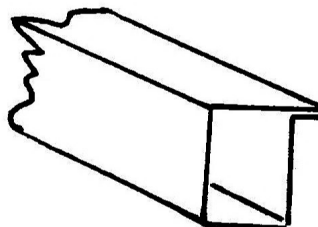
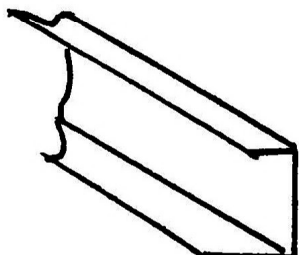
Rear Spring Chassis o/s or n/s £6.00 each. (28" long)

Front Member \$6.00 each.



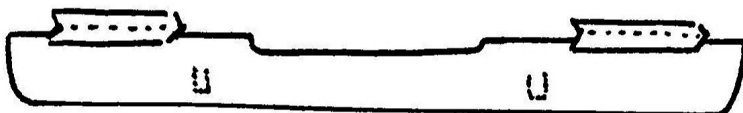
Part Sill o/s or n/s

Rear Member \$6.00 each.



Inner Sill o/s or n/s

Rear Spring Chassis o/s or n/s



Front Apron

FLOWER POWER

Body - Shop

Is your flower suffering from sagging seats !, if so this might help.

Remove the offending seat to your workbench, an examination of the underside may well expose two common faults on the front seats, you should find the spring layout as shown in fig 4. The shaded area is that which suffers from sagging, an examination may well show the the spring marked "X" has broken, the cause is generally rust weakening the spring caused in many cases by prolonged dampness and drying out under the seats.

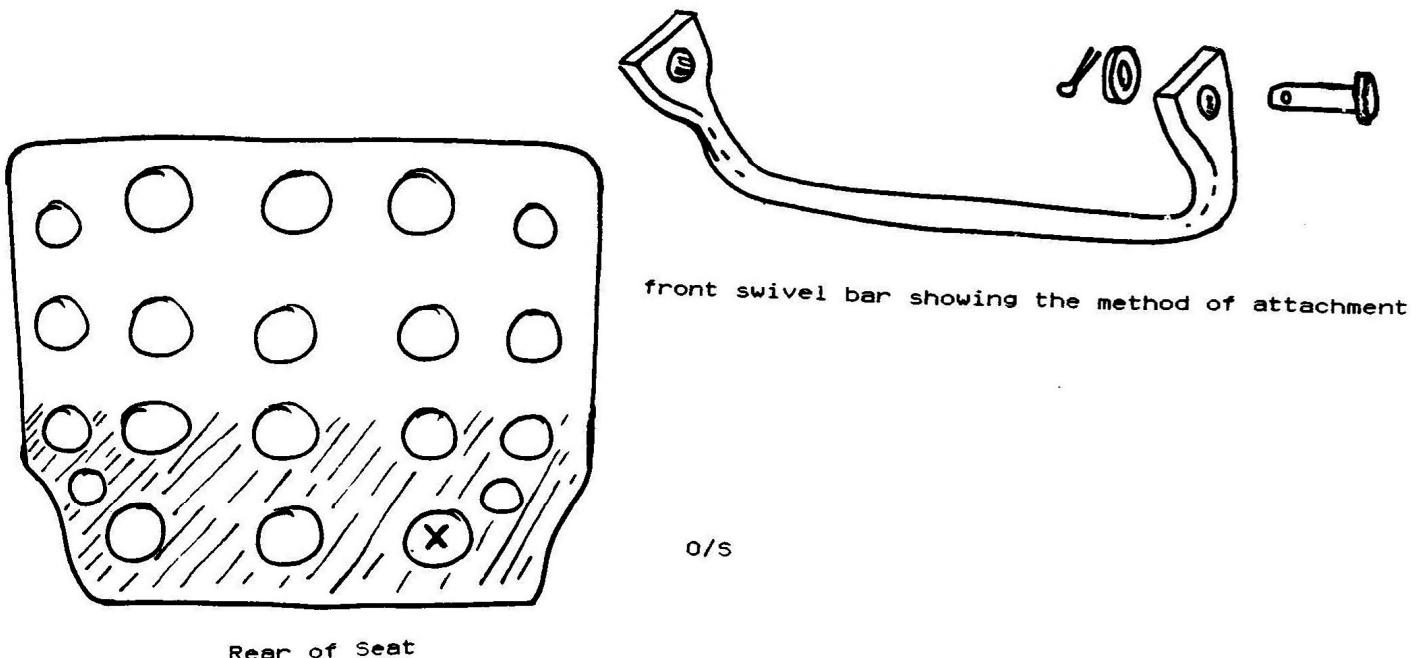
Some of you may remember the rusting springs underneath beds in days gone by, caused by the evaporation of liquid from the potty !!! (same principal)

If you are going to re-cover the seats, the spring can be replaced however if the seats are in good condition replacing the spring is not easy, but you can effect a temporary repair by strapping a three inch piece of spring steel to the existing broken section and binding with heavy gauge wire, then soldering the binding wire. This works surprisingly well and to boost the filling in the shaded area a double fold of ordinary household carpet manoeuvred into position will level it out for you.

This will at least help until you are ready to repair and re-cover the seat.

The next problem concerns the front swivel bar, the bar is attached to the seat frame by two steel dowels secured by split pins. The problem is that the split pins brake off leaving the dowels to move out of position, seat movement is incorrect and also causes the rake of the back rest to move further back than normal. In addition it can allow the side of the back rest to hit the door armrest when moved forward, causing wearing of the fabric on the back rest.

When re-fitting the dowels ensure that a washer is between the frame and split pin. (see fig 5)



Tech - Tips

Fuel Failures

Unfortunately the engine which refuses to start or stops when running can be difficult to diagnose, as the symptoms of fuel failure & electrical failures can be very similar.

If the engine is running, failure due to fuel starvation is not quite so sudden as an ignition fault and there will most likely be a series of spurts & stops before the final failure. Make sure there is petrol in the tank, gauges can stick or indicate that there is petrol when in reality there is none, disconnect the petrol feed pipe at its union with the carburettor & either turn the engine by hand via the starting handle or use the hand primer on the petrol pump, check if petrol spurts from the pipe.

Fuel failure can be felt by use of the hand primer, an empty carburettor takes about four to five depressions of the lever, after which a considerable resistance to the hand primer can be felt, this usually indicates that the carburettor is full.

If there is fuel in the tank there are only three reasons for fuel not reaching the carburettor, a blockage in the fuel line to the pump, a pump failure, or a blockage between the pump and carburettor. Disconnect the tank to pump line, if blocked a high pressure air line can be used to blow out the obstruction, or the simple tyre pump works quite well, this method can also be used on the pipe between the pump and carburettor.

Rusting tanks can cause problems when rust particles move around and block the outlet union, removing the tank & flushing it out can help, but if its too bad opening up the tank & cleaning, or replacing the tank itself may be the only option.

If the pump is suspected you will find that it consists of three main parts, two non-return valves & a diaphragm. The diaphragm is moved up & down by the action of a lever moved by a cam on the valve camshaft, each pulsation first causes suction on the pipe connected to the petrol tank, then pressure forces a small amount of petrol out towards the carburettor. Simple valves prevent petrol returning to the tank or being sucked back from the carburettor.

Examine the valves & diaphragm for signs of wear, damage, decomposition, distortion or damage, if none of these are seen a foreign body trapped beneath them may be the trouble. Leaving the car or a petrol pump in a hot place without petrol in the pump can cause the valves to distort, the pump should be assembled with care and in accordance with the repair manual as failure to obtain the correct adjustment on the operating linkage can cause the fuel flow rate to be either excessive or insufficient for the engine speed.

NEW SPARES PRICE LIST

October 1990 Edition

Available from the Spares Secretary - Price 50p (send Stamped addressed envelope)

FLOWER POWER

Tech - Tips

The most likely cause of problems in the carburettor are blocked jets, in particular the main jet which is most noticeable at large throttle openings. The compensating jet will cause problems at the pick up point between idling & full power. A blockage in the slow running jet affects the tick over & starting, remove and blow clear the jets rather than using any kind of pricker as this will enlarge the hole and affect the balance of the carburettor.

The float demand valve should be examined & cleaned, the condition of the float and its operation should also be checked, the union filter should stop dirt from entering the carburettor but its condition should be examined, if the fuel bowl and ducts of the carburettor are found to be contaminated with dirt the entire unit should be dismantled & cleaned in accordance with the service manual.

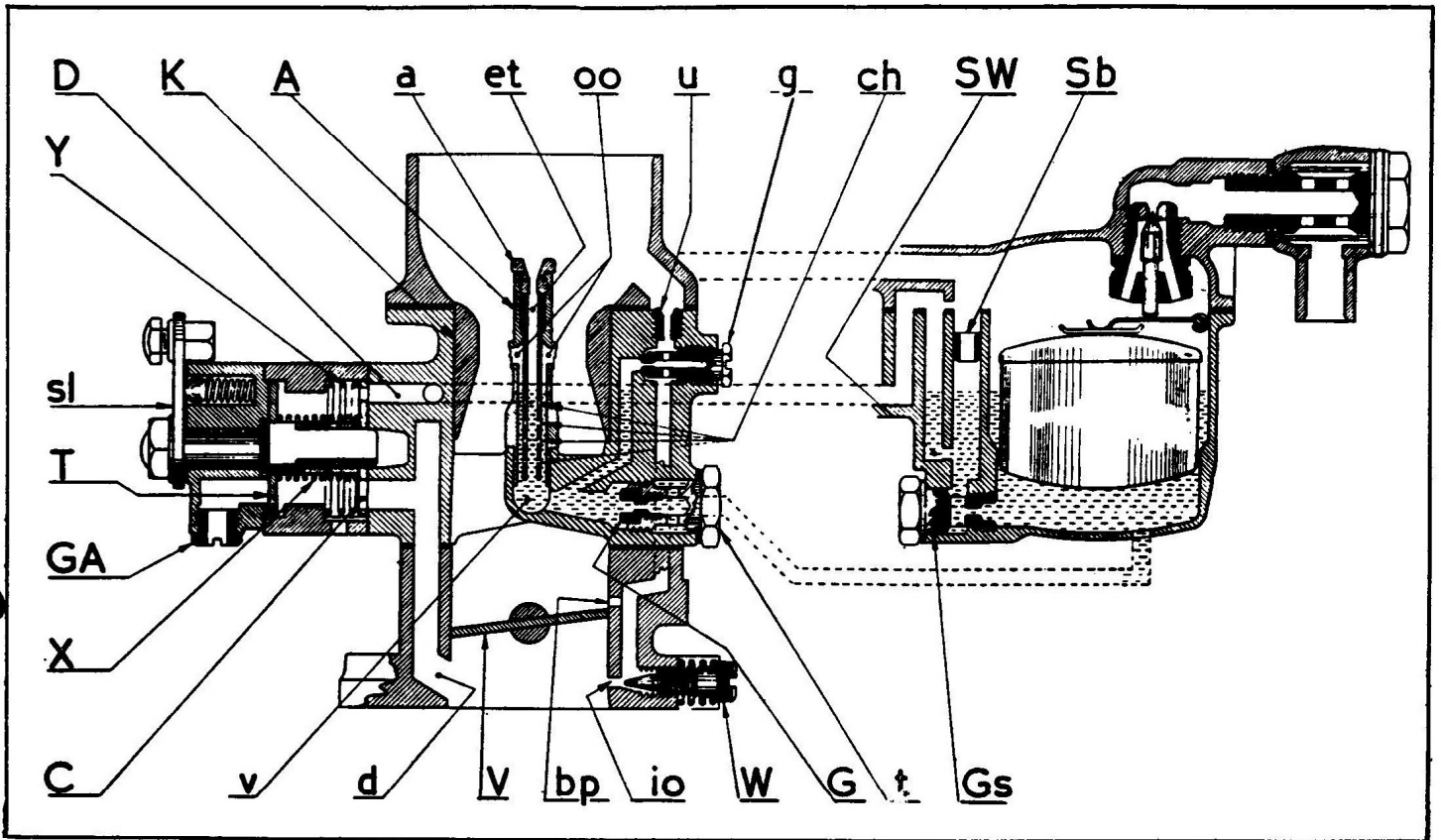
The condition of the manifold gaskets is also important as leaks here start in a small way affecting the mixture entering the cylinders and upset the slow running, as the leak increases it can cause the mixture to weaken to the extent where it will not ignite. A blocked fuel drain pipe can give rise to a pool of petrol forming in the manifold, this can cause an over rich mixture which will over choke & stop the engine.

Don't forget the exhaust system, it has been known for the engine to stop as a result of the tail pipe becoming blocked through reversing into grass banks etc, or pranksters blocking them for you !.

Readers are reminded that Extreme care & caution should be used when dealing with petrol, the battery should be removed to prevent the possibility of sparks from the electric system.

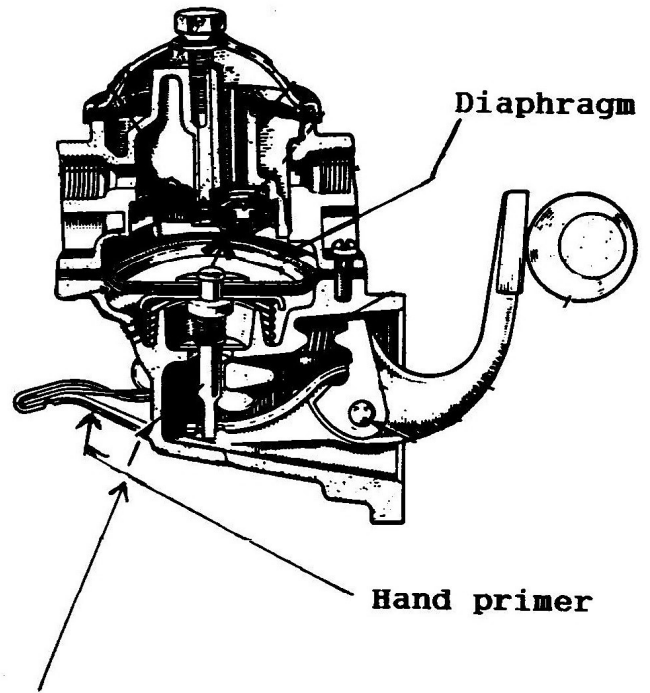


EARLS COURT PUBLICITY PHOTOGRAPH



- Ga = Starter air jet.
- cc = Starter valve duct.
- dd = Spring loaded disk valves.
- c = Starter mixture exit duct.
- si = Starter lever
- Gs = Starter petrol jet.
- d = Starter mixture delivery duct
- A = Spraying well.
- a = Air correction jet.
- et = Emulsion tubes.
- oo = Spraying orifices.
- u = pilot jet air bleed.
- ch = Emulsion holes.
- t = Main jet holder.
- bp = By - pass.
- io = Idling mixture orifice.
- v = reserve well.

- g = Pilot jet.
- G = Main jet
- K = Choke tube.
- W = Volume control screw.
- V = Throttle butterfly.



Non - return valves

BODY SHOP SUPPLEMENT

Fits into the Workshop Manual Ring Binder

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Tech - Tips

Prolonging the life of a car battery - part 2

Since my first article on batteries, a large number of people have written to me with questions, problems and telling me of the sometimes very dangerous practices which they carry out on their batteries. This follow up article attempts to sort out some of the more common problems, but more importantly offers words of advice on safety.

The electrolyte in a battery is sulphuric acid at a concentration about mid-way between the dilute & concentrated acids which you may have when at school. As such, you have to take care when handling it.

The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes & will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture - and can even be sparked off by static electricity, the explosion which occurs can splash acid out of the battery and all over your face. If you think that there is ever any possibility of acid getting into your eyes then wear goggles whilst you work close to, or with your battery or its acid.

Battery acid if spilled on you or your clothes will cause burns if left for very long - the treatment for acid spillages wherever they occur is always the same - wash down with large amounts of cold water. Beware of where you keep old or new batteries - think of what could happen if one were to fall off a high shelf, split & deposit acid all over the garage & you. If you store battery acid, do so in only glass or thick or polythene screw-topped containers leaving a space for air at the top. Label the containers permanently, keep them out of reach of children, & store where they can't fall, & nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people seem to have encountered is what to do with a battery during a period of inactivity, what needs to be done to store the it for future use. If you can't get into the habit of charging it regularly & often, it must be stored dry & the following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off all the cell caps, turn the battery on its side with the terminals uppermost, & then completely upside down, over a plastic bowl. Never do this over a metal container, the acid may react with it - the battery still works at this stage & any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contains about 3 pints of electrolyte which should be stored as described above.

Tech - Tips

After the battery has been emptied, it should be washed out with large amounts of cold water. Don't stint on this, keep filling & tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates & coat them with lead sulphate, leading to all the familiar problems associated with sulphating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in followed by a recharge. Before that, the plates can be cleaned of any sulphate deposits which may have built up during its working life by using EDTA or its tetrasodium salt. Add about half a tea-spoon of the powder to each cell, then top up with a hot dilute solution of washing soda (in the case of EDTA) or just hot water (in the case of tetrasodium salt).

As I explained in my earlier, EDTA works slowly in battery acid, but extremely quickly in alkaline solutions. leave the EDTA solution in the battery for an hour or so, shaking it occasionally, then shaking it occasionally, then remove & wash out well with water. After the EDTA treatment, put put the acid back in & recharge. If you are short of electrolyte, get a little from a local battery supplier, if they wont co-operate, ask your local chemist if he will make you up a little 4 M sulphuric acid (1 part concentrated sulphuric acid to 4.5 parts water).

Another point regularly raised is whether anything can be done with a battery which seems to be completely dead, or more commonly has one dead cell. A voltage check may not tell very much - a reading in the range of 13 - 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations & so the "red & green" areas on the scale are a bit arbitrary. As a rough & ready guide, a battery which suddenly & spectacularly fails, or fails to start a car after a long static charge, might as well be thrown away. Those likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing & treating with EDTA as described above. In one albeit spectacular case, someone recently claimed to have returned to use a battery which was 14 years old & had laid out of use for 10 years.

Many people question whether distilled water is strictly necessary for topping-up & if it is, whether it is worth the cost. in both cases the answer is "no". If you have a fridge freezer, you can collect the frost which forms due to condensation of water vapour in the air & use that. Failing that, you can use tap water if you have to, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a tea-spoon of the tetrasodium salt of EDTA in a jug & add a pint of boiling water, allow it to cool, then carefully decant the water off any sediment which might fall to the bottom. Preparing

Tech - Tips

yourself a topping-up solution like this is far more economical than buying distilled water for batteries & has the advantage over distilled water in that the solution you are adding has something in it to prevent sulphation of the battery plates.

Finally, I am very happy to try & answer any queries which you may have about batteries, but please do include an S.A.E. my address is:

19 Brookmead, Meppershall,
Shefford Bedfordshire SG17-5SA

tel: 0462-814827 (see letters)

FRONT
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Part No: 100751

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(Complete inner and outer cables)

FLOWER POWER

Sales / Wants

Malcolm Banyer writes to say that he has some spares for sale from when he owned two Mayflowers, they were 996HYO & LEW153. Anyone know if they are still on the road, the parts for sale are as follows:

- An instrument cluster with working temp gauge. £20.
- a complete rear axle with brake gear etc. £25.
- Front windscreen. £25.
- Steering track rod assembly minus the steering box. £10.

Contact Malcolm at 8 Dalham Place.
Haverhill.
Suffolk.
CB9-OAL or call 0440 - 62666.

For Sale

1952 Mayflower reg No FVL435. Engine re-built 1986 - very little milage since. Breaks totally replaced & complete new clutch,

Leather seats have new backing cloth, Its in good solid condition being re-painted in 1986, could be improved on.

I will consider offer's around \$2000. it has a full MOT if you are interested contact me on:

0302 - 772049 9pm till midnight.

... ..

Wanted

A good condition Daimler Magestic Major Engine for a DR450 limousine.

Contact John on 0302 - 772049 9pm till midnight.

... ..

Mayflower Utility 1950 imported from Australia, one of around 150 made, we are told only six survive today.

The Ute: is complete but described as tatty around the edges, and has rust free additional doors, wheel arches, tailgate etc.

Imported as a commercial venture it is priced at £1,500 + VAT and we are told that it has all relevant import documents. It is available for inspection during normal weekday business hours.

Contact Ken Tingey.
0202 - 679258 (Poole)

Note: I am told that this car is original, but the interior is very poor & would require a complete refit of the seats, trim, knobs, instruments etc, allow for replacements if you are considering this car for restoration. Ed.

FLOWER POWER

Sales / Wants

wanted

By David rodgers member No 632

Near side boot hinge.
Front & Rear Over - riders suitable for re-chroming.
Rear Bumper.

Tel 0328 - 700211.

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Free

Two rear windows & one rubber surround - free to collector.

Pete Smith
12 Acacia Walk. Beeston. Nottingham. NG9 - 2LW.
0602 - 225059

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Wanted

Timing cranshaft fan belt pully.

If anyone has a spare one please contact George Wilson on
Tunbridge Well (0892) 24140, he urgently requires one to complete
an engine rebuild.

George has a number of spare engine parts & would be happy to
negotiate a swap or purchase.

For Sale

1953 Mayflower, subject of the four year restoration letter.
Complete rebuild with sapre engine, gearbox, axle, glass & many
other parts with full set of manuals etc.

Open to sensible offers, genuine reason for sale.
contact Mike hurst 0296-688637.

... ..

For Sale



1952 Mayflower Good Condition, good running order. MOT to August
1991. Part restoration completed. Genuine reason for sale.

Contact Eric Watts on Portsmouth 0705-378767

FLOWER POWER

MEMBERSHIP LIST

Car R = restoration/roadworthy S = spares/scrapped ? = condition unknown

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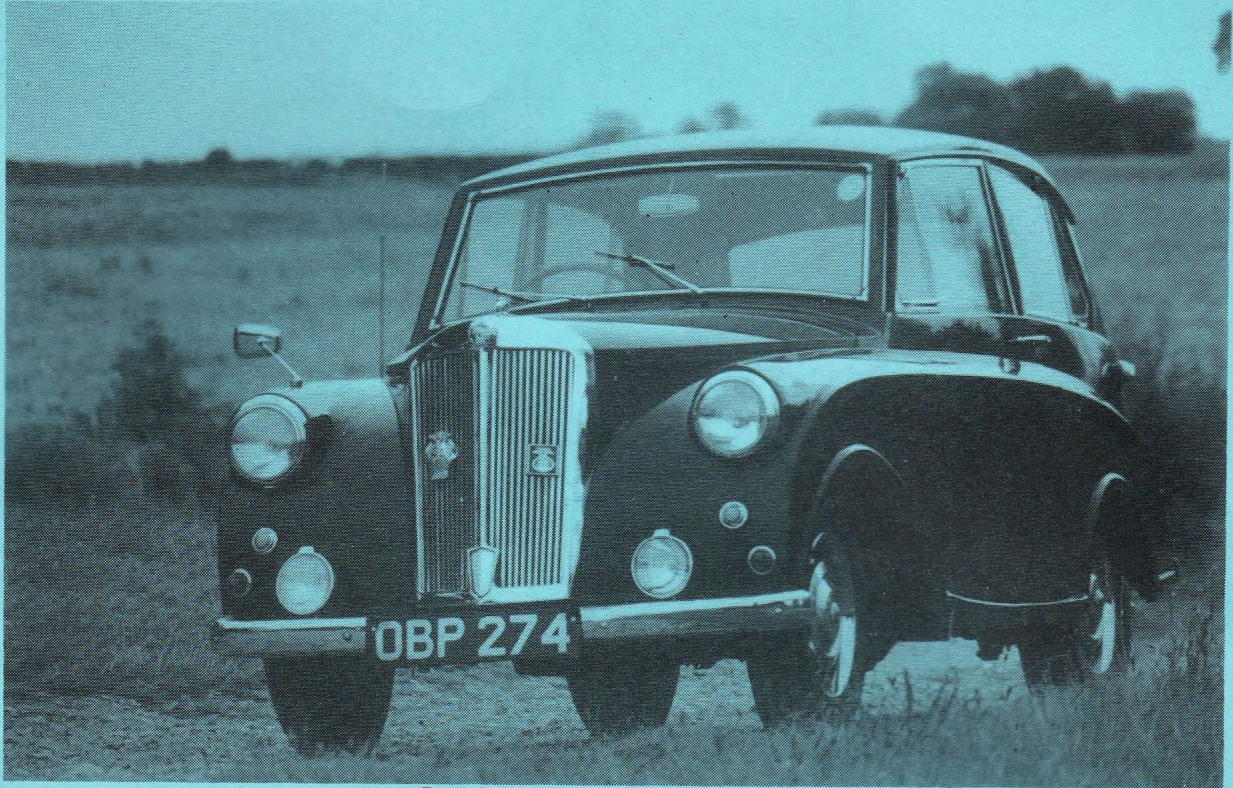
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*Please inform
the Secretary
of any change of address
or details of cars etc*

FLOWER POWER



David Rodger's Mayflower

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