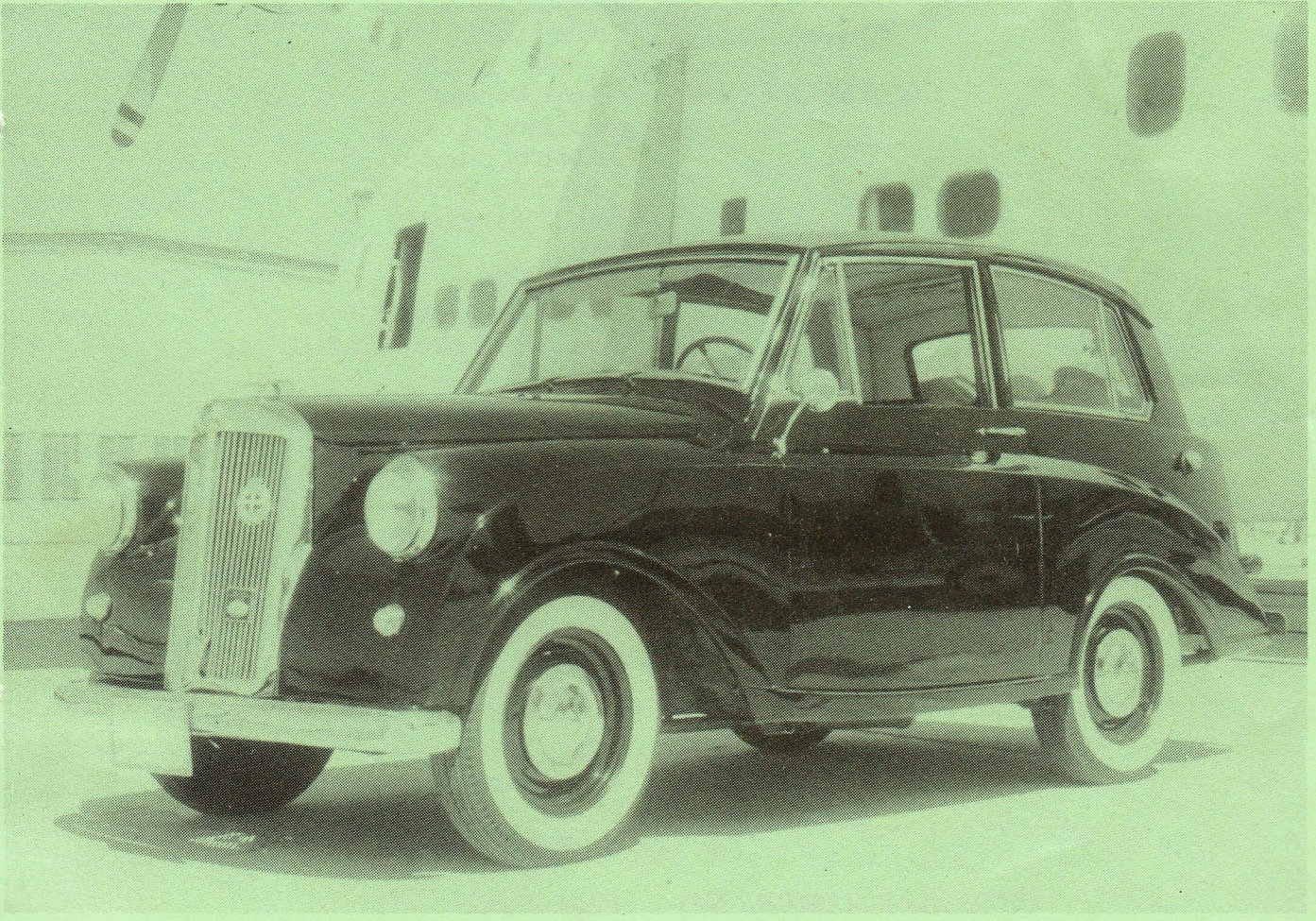


# TRIUMPH MAYFLOWER CLUB



WINTER ISSUE

(MEMBERSHIP) WORLD WIDE



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1991-92

<i>CHAIRMAN &amp; RALLY SECRETARY</i>	John Oglesby 33 Wroot Road Finningley Doncaster DN9 3DN
<i>VICE CHAIRMAN</i>	Tony Booth 26 Wharton Road Headington Oxford OX3 8AH
<i>CLUB SECRETARY</i>	Terry Gordon 12 Manor Close Hoghton, Preston Lancashire PR5 0EN Tel: (0254) 853469
<i>TREASURER</i>	Mike Webber 31 Phillips Avenue Exmouth, Devon EX8 3HZ
<i>SPARES SECRETARY</i>	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel: (0322) 221493 after 7.30 pm
<i>SECONDHAND SPARES SECRETARY</i>	Stephen Parnell Stag Cottage, Wooton Courtney, Nr Minehead Somerset TA24 8RH Tel: (0643) 841253 after 7 pm
<i>MAGAZINE EDITOR &amp; ARCHIVIST</i>	Mike Hurst 4 Stane Street Clothall Common Baldock, Herts SG7 6TS
<i>ORDINARY MEMBER No 1</i>	Edith Webber
<i>ORDINARY MEMBER No 2</i>	Reg Varney
<i>ORDINARY MEMBER No 3</i>	Martin Bishop
<i>ORDINARY MEMBER No 4</i>	Peter Smith

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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 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*

WINTER EDITION 1991

CONTENTS

EDITORIAL

LETTERS

TEC-TIPS

SALES / WANTS

COVER STORY  
-----

Terry Sanders Californian Flower by the only surviving Sunderland Flying boat.

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The information contained within Flowerpower is the view of the writer and not necessarily those of the editor or the Mayflower Owners club. Every effort is made to ensure accuracy of the information contained, however use of such information is entirely at the readers 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 the use of such information.

SPRING

SUMMER

AUTUMN

WINTER

## FLOWER POWER

### EDITORIAL

Firstly my apologies to members who wrote to me with information and stories which were not included in the last issue, my move of house caused more disruption than I had bargained for, which resulted in some letters being filed and packed, "yes and lost". I am sure that most of you know only too well what I mean, but having now unpacked most of the outstanding boxes I have at last unearthed them and they are contained within this issue.

This year has seen a steady increase in the amount of correspondence from members, tech tips, articles for the body shop and many stories of members and their cars, this has been most encouraging and my thanks to all who have written, no matter how small the article, do keep them coming during 92.

I have been asked recently how the magazine is put together, with this in mind I thought it might be of interest to have an insight into to the magazines production.

The text is prepared on a PC, assembled into page format, printed and collated into copy, believe it or not it is also spell checked, but this I sometimes get wrong as no doubt you have noticed. Its quite surprising to find that after passing through a spell check, two proof readings, one of which is done by someone who has not written the articles, the first thing which jumps out at me on opening the new edition are my spelling mistakes !.

Quite often I receive photocopies of photographs with letters, photocopies can be difficult to reproduce many print almost totally black and cant be used, but those which are legible are printed. Photographs too can cause some problems, black and white are best for reproduction but colour pix can be used and reproduced in a monochrome mode with some loss of quality. Enlargement and reduction of originals can blur the results, however most blurring stems from the quality of the originals supplied, again some cannot be reproduced. If your pix do not make into print its probably for one of these reasons, I also have to limit the number of pix used as the costs increase per pix .

For those of you who wonder why it takes so long to return your pix an explanation !, depending upon when I receive them, and you would be surprised how many arrive the day after I post the proof for publishing it can be twelve weeks before next edition is ready for the printer. Now add to this two weeks in the publishers and another for the return of the pix to me, it can add up to fifteen or sixteen weeks, if they are returning over seas there could well be another week on top of this.

\*\*\*\*\*

**NOTE** Your editor is moving house please address all correspondence for future issues of Flowerpower to :

Mike Hurst  
4 Stane Street  
Clothall Common  
Baldock  
Hertfordshire  
SG7 6TS

\*\*\*\*\*

## FLOWER POWER

### EDITORIAL

Our publisher helps to reduce the time by mailing pix back after printing, but this depends on you supplying a self addressed envelope, the drawings that sometimes appear are mostly freehand and I am not noted as being a budding artist.

So if anyone out there has literary aspirations or just fancies being an editor, this is my last but one issue and a successor will be sought at next years AGM.

May I remind members that articles for the magazine should be sent to the editor rather than other committee members as this can delay there arrival, occasionally I receive requests for back issues but unfortunately do not keep spare copies, these requests should be directed to the club secretary for action.

Finally may I wish all members a merry Christmas and Happy new Year.

ED

---

Your Eds Flower flew the flag agin recently before going into hibernation for the winter, a local garage advertised for classic cars from yesteryear to take part in publicity stunt to promote the new Vaxhall Astra.

The Mayflower was accepted as a desirable car to represent 1952 and along she went with 70 other of all makes shapes and sizes. I dont know how the sales of the Astra went but people seemed to be more interest in the classic cars than the new ones on show.



## FLOWER POWER

### LETTERS

Dear Terry - (club Sec) Many thanks for the Spring 91 Flowerpower, sorry for sending my membership fees in cash but it is very difficult and expensive for us to send Stirling drafts. This is probably why few overseas members renew their membership, if the club could accept Visa or Mastercard, Ill bet membership would increase. It would also facilitate the sale of spare parts as well.

As you can see from the photos enclosed, my Flower is in superb condition seen here posed with the last surviving Short Bros: flying boat. (As seen in the movie "Raiders of the Lost Ark") For a long time our Mayflower was the only roadworthy one in the bay area, but I believe that P.Panagotias now has one running, also note that my Flower has no hub cap emblems. There seems to be at least six owners in these parts now.

If anyone is arranging for the production of bumper overriders, I need four as they are missing on my car, I did not however see anything about this in the magazine, we here in California desperately need vent wing rubbers and dash knobs.

I would also like to obtain an original Radiomobile radio for the car, I really enjoy the magazine - best regards to Mike and Edith Webber whom my family had the pleasure of spending an evening with a few years ago.

Regards Terry Sanders.

-----

Terry many thanks for your letter, there was in fact an article in the Winter 1990/91 edition, If you can get overriders re-chromed you may find that Dave Cousins (see sales-wants) may have a full set at a reasonable cost + plus freight to US. The dash knobs are the most sought after items with all club members, again I suggest you contact Dave Cousins, he has certainly a few new ones and some quite usable old ones in his massive range of parts.

If all else fails there was an article in the Winter 1990 issue which explains how these can be made at home. A number of members have now made there own including myself and the results are excellent.

Ed.

## **URGENT!**

Our editor requires stories, information on renovations and photographs of cars and keepers. Your efforts would help keep the content of the magazine more varied and interesting.

PLEASE RESPOND TO  
THE EDITOR - MIKE HURST

## FLOWER POWER

### LETTERS

Dear Mike - Just a short note to notify the club of my change of address for mailing purposes. I enjoy receiving the magazine, a far cry from my first effort which was the first Newsletter for the club ever printed. One page and about seven members !!.

Regards - Derek Goodyear Honary Member Nol.

-----

Thanks for your note Derek, the archives contain almost all copies of club magazines with few exceptions, they do include some two and three sheet issues, the oldest of which is dated mid 1974 this may be the first ever.

Regards ed.

---

Dear Mr Gorden (Club Secretary) You may recall me writing to me you in November last year supporting my application to the DVLC to retain the original number of my Mayflower. After getting it through an MOT and submitting all the documents and records of the car, I have at last received a V5 for the car.

I should just like to thank you for all the help given to me in this \*endeavour and express my sincere appreciation very sincerely.

TRN Main. member 646.



## FLOWER POWER

### LETTERS

Dear Editor -

This year for our holidays we decided to tour in "The MAYflower", we are members of the Lands End - John O Groats association so we thought YES end to end by Mayflower !!! ours is forty next month and this would be a nice pressy.

We left home which is opposite the Isle of Wight on the main land and drove through Friday night the 31st of May, to arrive at Lands End at 6am on Saturday morning having covered 233 miles. The only person we could find to stamp our forms was Ken the night porter and at 7am we left and were on our way to John O Groats, driving through Cornwall and Devon is no place for a very loaded Mayflower.

The car was performing well although there were a lot of 1st gear hills which made me very anxious, but we got used to it and at times had a good following !. During the day we had stopped for breakfast and had travelled 285 miles, Sunday at 9-15am we were off again after checking the oil and water aiming for Carlisle by 6pm which was done trouble free and added another 285 miles to the clock.

Monday saw us starting again after normal checks at 9-15am, this was an exceptional day in many ways with rain and hailstone the heater was on full blast to get round Ben Nevis and onto Fort William. We climbed to a height of 1141 feet in first gear for what seemed a lifetime, what a relief when we started to go down, so far the car had not faltered. On and on we went eventually stopping to sleep at 10pm having covered 368 miles that day.

We now realized John O Groats was a mere 100 miles away, so we had a lie in that morning and after the normal checks we got away at 10.30. we missed the road to by-pass Berriedale and ended up on one which is a 13% up and down on and on until it turns into a gradient of 10% at Dumbeath stretching for four miles, all this was run in 1st gear.

John O Groats was the next stop at 1.15 pm on Tuesday the 4th of June after a total milage of 1010, actual travelling time was 32.5 hours with a petrol consumption of 43 miles per gallon and an average speed of 31.32 miles per hour. " NOW TO GET BACK"

In the car we carried enough gear for our holiday, which was to be camping and fishing, a frame tent, sleeping compartment, ground sheets, stove, gas bottle, bucket, kettle, inflatable double bed, blankets, pillows and sleeping bags, oh and two chairs ! Add to this a couple of gallons of oil, overalls, jacks, spare petrol and of course a good tool kit. My wife packed a trunk in case it got hot, cold, wet or dry and put in a pair of socks for me !, now for the fishing gear trout rods, reels, lines, flies, and nets for two people with coats and wellies.

### OVERRIDERS

Due to lack of response from members remanufacture of overriders has been cancelled.

*John Gogay (Spares Secretary)*



## FLOWER POWER

### LETTERS

It was now pouring with rain but this didn't stop the staff at the camp from coming to look over the car and I was offered three nights free camping for exchange it !!! "the fishing wasn't good either". The A6 towards Kendal produced another steep climb to a summit of 1036 in first gear, after a further 210 miles we stopped to erect camp again.

We had to be at Lands End for an organised week-end, so we only did 150 miles each day, but the interest that had been shown from the first day had not changed. from lorry drivers flashing their, peoples in cars waving, to pedestrians looking and a family in a Renown jumping about in their car and waving. People continuously throughout the holiday, was truly an amazing and unforgettable time, and so to Lands End to meet friends who were no different.

A very good tour with a total journey from home to home of 2611 miles - of conversation and interest in a "Triumph Mayflower".

Don & Sylvia Leach. Membership No 575.

-----

Many thanks for there story Don, It sounds as though this was quite an exciting trip, heaven knows how you got all that equipment and kit into the car... Ed



## FLOWER POWER

### LETTERS

Here are two letters received by the club secretary , both were sent independently but together they make interesting reading.

-----

From JP & AE Winkworth  
2 The Police House  
Bridge rd  
Burlsledon  
Southampton

Dear Club Secretary.

I am writing to you to ask if you have a newsletter, to advertise for sale my 1952 Triumph Mayflower It still has 6 months MOT and although not started regularly is a runner.

I have it advertised in Classic Cars for £1,250, but am open to realistic offers. Would you please let me know if you can accomodate.

Yours Faithfully JP.Wilkinson.

-----

Dear Mr Gordon

Following our telephone conversation with you on Saturday afternoon, I would like to take this opportunity to continue our search for a Triumph Mayflower. We went to see a particularly bad example on Saturday morning but far from discouraging us this has, if anything had the opposite effect.

The one we went to see was near Southampton and from the advert sounded very promising. It had supposedly been recently used, had 5 months MOT, a spare engine and various other bits and was generally in very good condition. Coupled with a price of £1,250. we thought this would be a car we could tax and drive straight home. In reality it had been found in a bran where it had been standing for a considerable time, trailered to Southampton, driven half a mile to a garage, somehow passed the MOT and then drive back. The current owner (a Policeman!) then immediately re-registered the car advertised it, having no interest other than for the plates.

As to condition, it needed a lot of work. The chassis had been extensively patched and the bodywork was in a very sorry state. The steering and suspension were not trustworthy and there was a serious wiring fault that meant the ignition could only be turned off by disconnecting the battery. The floor had been "patched" using filler and aluminium plates, it refused to start, the interior was in a dreadful state and to top it all the whole car, including the chrome, had been hand-painted turquoise!

### **RECORDED RADIATORS**

Radiators have been recored, uprated flowrate and are guaranteed

**£79.00** (Exchange basis + carriage)

Contact: Stephen Parnell (Secondhand Spares)

## FLOWER POWER

### LETTERS

The owner was prepared to come down to £800.00, that we felt was totally unreasonable, but would not have even considered anything less. It was almost tempting to rescue it, but as we have a stripped Austin A30 and an on-going Triumph Herald we felt a third restoration project was a little too much for us to cope with.

We would be most grateful if you could place a "wanted" ad in your club magazine, or let us know of any that may be for sale through the club. We would, of course, be happy to pay any relevant fee. We are looking for a good, solid car that could be worked on while in regular use, preferably in original condition although this might be a bit too much to ask for. Our price range is about that mentioned above, which I hope is not too unrealistic, but we would be prepared to go slightly higher for the right car. Although based in Somerset, we are quite happy to travel if necessary.

If nothing is available at the moment please keep this on file in case anything comes up in the future. Having now decided on a Mayflower, we are quite prepared to wait if necessary.

Thank you in advance for your help and we look forward to hearing further from you.

Yours sincerely

Sam Stiles

Jeremy Wilkinson

25 King Street, Yeovil, Somerset BA21 4DN  
Tel: 0935 73980

-----  
If the possibility of having your car appear on the small or silver screen appeals, you may want to contact Clarks Classics, who have written to the club to advise that they specialise in locating vehicles for the film industry. They will send you a registration form on request.

CS Clark. The Lanches. Ledbury road. Dymock. Glos: GL18-2AG Tel  
- 053-185-204.

-----  
The museum of British road transport are now regular receivers of the clubs magazine and are located in Coventry England, I am not sure if they display a Mayflower, but they do have more than 150 cars and 200 motorcycles displayed, some of which are in period sets.

If anyone has visited the museum they might like to write and let us know their opinion.

A leaflet can be obtained from them at: St Agnes Lane. Hales Street. Coventry. CV1-1PN.

---

# FLOWER POWER

## LETTERS

### A Birth Certificate For your Mayflower

Do you know when your Mayflower was "born" ? Are you sure you know her original colour and trimming ? Is her engine original ? Now is your chance to find out.

By happy chance I found that the triumph razor-edge owners club (who deal with our big brother the renown) have access to the production records of the Standard Motor Company and, for a small fee, the club will provide its members with a certificate with as many of the details car's manufacture are as available. When I asked whether the club could extend this service to a Mayflower owner the reply was that they has never been asked - but they'd certainly try. In fact they quickly succeeded and I was delighted with the result (see illustration).

The fee for the certificate is £5, payable to the club, plus an SAE or (IRC if you live overseas) and the car's commission number. Send your request to : John Bath.

16 Ruskin Drive.  
Worcester Park. Surrey. KT4-8LG. England.

John assures me that the club " will be delighted" to provide the service to any Mayflower owner.

Yours Sincerely Forbes Alexander (member 650)

-----  
Thanks for the information forbes, I believe that you are the first to use this service certainly no one has made mention of it to date. Ed.



## Standard Register

Extract from the production records of  
The Standard Motor Company Limited.

### CODES

AS Adjustable Steering  
CSA Competition Front Springs & Rear Shock Absorbers  
H Home Build Specification  
h Heater  
HT Hardtop  
HSC Hood Stick Cover  
K Metric Calibrated Instruments  
L Lefthand Drive  
M Imperial Calibrated Instruments  
Nil No Heater  
ORS Occasional Rear Seats  
'O' Overdrive  
R Righthand Drive  
SC Side Curtains  
TC Tonneau Cover  
W White Wall Tyres  
WW Windscreen Washers  
Wire Wire Wheels  
X Export Build Specification  
4:1 4:1 axle ratio

Commission No: TT 10017DL  
Type: Triumph Mayflower  
Building Date: Tuesday, 17th July 1951.  
Body Shell No:  
Tyre Size:  
Body Colour: Black  
Trim Colour & Type: Brown Leather  
Hood/Side Curtains Colour:  
Delivery Destination:  
Other Specifications and Equipment: Engine Number: TT 10120E  
Special Notes:

## FLOWER POWER

### LETTERS

Dear Sir, I realize that it cannot be described in any other way than a load of old cobbles, but nevertheless I thought you might be interested in the attached advertisement which I discovered in a copy of the Country Life Picture book of Britain, Second series, published in 1950.

Yours faithfully

Christopher Naish. (member no 647)

---

Thanks for the photocopies Christopher, I have not seen these before and there is nothing like them in the clubs archives, the reproduction is not good but I think members will be able to get the picture ! Ed.

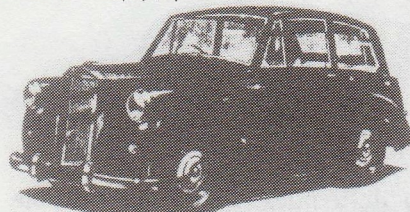


### *All that's best in Britain...*

The lonely figure of the shepherd against the skyline . . . obedient to his whistle his dogs dart to bring the remaining stragglers of his flock into the fold . . . this superb understanding between man and dog is a secret handed down from father to son through generations, as is the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.

### *The Triumph Mayflower*

Manufactured by  
The Triumph Motor Company (1945) Ltd., Coventry  
A subsidiary of the Standard Motor Co. Ltd.  
London: 37, Davies Street, Grosvenor Square, W.1.  
Telephone: MAYfair 5011.



## FLOWER POWER

### LETTERS

Dear Mike

Please find enclosed photo's of my Mayflower (Molly) these show what a state she was in when we bought her. It took my wife and I fifteen months of very hard work to restore her to her former glory. In April this year Molly's restoration project was featured in Classic Car Magazine, I have enclosed a copy for you to copy what you wish for use in our magazine.

At Spring bank holiday we took part in the Norwich Union RAC Classic run setting off from Stockport at 3-30am on Sunday morning. The only trouble we had was a blocked filter, so I changed that and off we went again. A little late<sup>5r</sup> she got a bit warm so we stopped again to let her cool off, good excuse for a cuppa. The route was very scenic and well planned with three stopping points for refreshments. Arrived at Donnington by 2-30pm to receive our finishers medal and whizzed around the race circuit at 55mph, waving to the Jaguars and MGs as they passed us.

Sunday the 23rd June was the day for the London to Brighton Classic Run. Yes we were off again, and travelled from Bardford to Hounslow on the Saturday where we found accommodation for the night. It was here I found the petrol pipe was leaking slightly, so I cut the end off and fitted a new olive. We arrived at Syon Park on Sunday morning ready for the run. There we met the owner of another Mayflower (Toby), and had a quick natter before setting off. They caught up with us again at \*bentley Wildfowl Motor Museum where we stopped for lunch. The drive to Brighton was very enjoyable except for the rain, by the time we reached Brighton it was chucking it down.

About 5.00pm we left Brighton and travelled to Kent staying overnight in Tunbridge Wells. We then spent the next day looking round the village where Molly came from. On the home trip we travelled up the M25 until we reached the Dartford tunnel, don't know who was the most scared Molly or us. The next stop was Thorpe near Doncaster to see the relatives, on the way we passed a pup called "The Mayflower", YES out came the camera. We finally arrived home on Tuesday evening after travelling almost 700 miles, with only a fractured fuel pipe to have troubled us.

Well done Molly

Cheers Alan and Maureen.

-----  
Well done indeed. Alan Maureen and Molly are representing the club and car well on their travels around the country, the pictures in this issue copy were difficult to reproduce but I think readers will see the progress.

Ed

Due to technical difficulties it was not possible to include Alan's Classic Car article in this issue but hopefully it will appear in a future edition.

## FLOWER POWER

### LETTERS

Dear Mike

Thought you might like to put some of these photos into Flowerpower magazine. I took these last September while hunting for what I hoped might be a restorable car, this car is to far gone for restoration but is a good "parts" car.

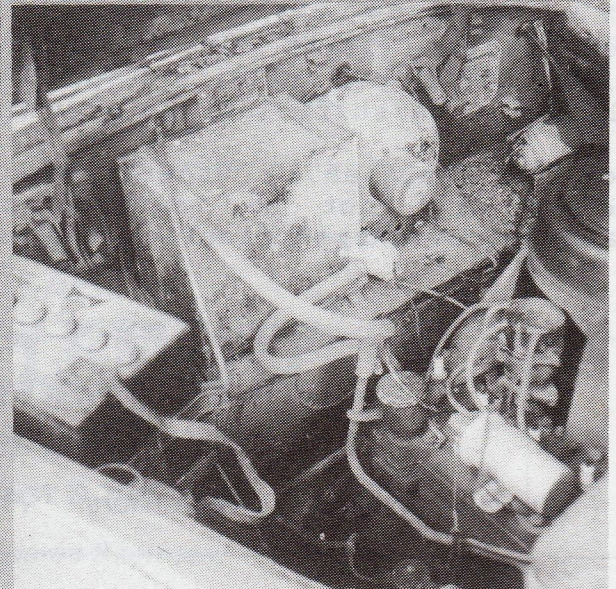
I found the car in a apple orchard, where it has resided for some five or six years. I had to clear the tall weeds away before I could take the pictures, the car has all its glass but unfortunately the left side window was down allowing the weather to get in.

TF Spring. Havelock, Ontario, Canada.

-----

Thanks for the photos Thomas, As you say the elements seem to have taken their toll on the interior, I see that it still has a "Black" battery these are now difficult to get hold of in the UK now, but there is a company which will rebuild them if one can get the case and filler caps.

Ed



## FLOWER POWER

### TECH-TIPS

MOT testing and the new emission regulations.

On the 1st of November 1991 new regulations came out in the UK in respect of exhaust emissions and the yearly testing of vehicles. The new check, by ensuring that motorists keep their engines properly tuned, will reduce the amount of CO emitted into the atmosphere and improve petrol consumption for many motorists. Proper engine tuning is very important for all vehicles, not just those within the scope of MOT testing. While the department will be asking MOT testers to encourage motorists to have their engines tuned to manufacturer's settings, all motorists would be well advised to ensure that their engine tuning is checked when they have their vehicles serviced.

The department will be seeking the views of manufacturers on how this might be encouraged. Some changes have been made to the original plans which were the subject of extensive consultation, particular so that owners of historic vehicles and other vehicles which are technically incapable of meeting the new standards will not be adversely affected.

The other main change is that the regulations will not provide for a free 14 day retest. This proposal has been dropped in view of the overwhelming opposition to the generality of motorists having to pay the price for those who fail to prepare adequately for the test. The emission standards will be in an amendment to the road vehicles (Construction and Use) regulations of 1986, which means that they will be subject to enforcement at roadside spot checks as well as the MOT test. They will apply to cars, light goods vehicles and other vehicles in the main MOT testing scheme; but not to motor cycles, three wheelers or diesel engine vehicles.

The standards are:

For vehicles first used on or after 1 August 1983, a maximum of 4.5% carbon monoxide in the exhaust gas.

For vehicles first used between 1 August 1975 and 31 July 1983, a maximum of 6% carbon monoxide in the exhaust gas.

For vehicles first used on or after 1 August 1975, a maximum of 1,200 parts per million (\*ppm) hydrocarbons in the exhaust gas. This will be sufficient to prevent the CO limit being circumvented.

For all vehicles, a general proviso that carbon monoxide emission levels will not be required to be reduced below the vehicle manufacturers specification for the engine fitted to the vehicle.

### **NEW SPARES PRICE LIST**

**October 1991 Edition**

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



## FLOWER POWER

### TECH-TIPS

On starting the engine on my mayflower which had been standing for some a number of weeks, I noticed excessive flooding of the carb causing the fuel to run form the manifold drain tube.

I Checked the most obvious things float, needle valve and valve stem yet did not cure the problem. Further investigation led me to the petrol pump and closer examination proved the vent in its base to be blocked. Once cleaned out it returned the carburation to normal.

-----

The fuel pump on the Flower should deliver 1.5 to 2.5 lbs per inch pressure to the carb, if this is exceeded it will overcome the resistance provided by the needle valve in the float chamber of the carburettor. The pump pressure can be reduced by fitting extra packings between the pump body and the engine block thus reducing the stroke of the plunger.

Ed

---

### LETTERS

Dear secretary

Apologies for the membership fee being late, In order to make up for it I have enclosed two years subscription, I have also found another Mayflower in Kentucky; its commission number is TT276287, another number on the plate was 534391.

The car is for sale at \$1700 it has some rust but does run, its interior was in pretty good shape and it has covered about 36000 miles. The colour is grey and white and it has not been repainted, it is left had drive and was registered until two years ago. The owner said that he was running the car up to last month, If anyone is interested they should contact me and I will put them in touch with the owner.

Enclosed is a photo of my own Mayflower TT5024LDL, I have owned the car since 1968 and I was 17 years old when the car was given to me in exchange for cutting a neighbours grass one summer. I have not driven it since 1968 but I am making plans to restore the car.

Geroge Prewitt.

-----

NOW AVAILABLE  
**BODY SUPPLEMENT**

Fits into the Workshop Manual Ring Binder

**PRICE £4.00 + Post & Packing**

*Available from the Spares Secretary*

## FLOWER POWER

### SALES / WANTS

Wanted - Original radiomobile for the Mayflower working preferably, but what have you.

Terry Sanders  
18 Camelford Place  
Oakland  
California CA 94611  
USA

TEL -US 415-531-7618

---

FOR SALE - Wide variety of spare parts such as: seats, steering wheel, radiator grill, heater, new handles, new master cylinder, windows plus lots more.

Anyone interested should contact: Bob Griffin  
Woodrising  
The Ridge  
Lt Baddow  
Essex CM4-4RT  
(Tel - 024-541-5123)

---

### FOR SALE

A large number of second hand parts and a small range of new parts are offered for sale by Dave Cousins.  
he can be contacted on tel: 0525-270-291

or write to at 2 leighton road. Soulbury. Leighton-Buzzard. Bedfordshire.

A sample list of parts follows most are priced in the £5 to 20 region with a few larger items such as engines in the £40 area. Call Dave and find out whats left, make an offer ! delivery can be arranged. If you have any model cars he is a great collector so you might be able to do a swap.

V Good condition steering wheels, no cracks or chips.  
Most suspension components  
All glass  
light fittings and lenses.  
bumpers and overriders. (for re-chroming)  
doors, bonnets, boot lids, hinges.  
Door handles, plastic escutcheons.  
Dash panels and instruments.

Good condition engine.  
New brake pipe set complete.  
Dash control knobs  
Exhaust manifolds  
Carburettors  
Control boxes  
Distributors  
Wiper motors  
Starting handles

Dynamos

Cylinder head.  
Master cylinders.  
Seats front/rear (fair condition)  
Inlet manifolds  
Petrol tanks  
Heaters  
Jacks  
Wheel braces

One complete mayflower (rolling chassis)

**FOR SALE/  
WANTED  
ADS**

This service is available free of charge to all club members. Take advantage of it. It makes the magazine a lot more interesting as well as selling or finding that particular part!  
Send your copy to the Magazine Editor. A small charge will be made if a photograph is required.

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*

**ANNUAL SUBSCRIPTION 1991/91**

NAME.....MEMBERSHIP No.....  
ADDRESS.....  
TOWN.....  
COUNTRY..... POST CODE.....  
CAR REG..... DATE REGISTERED.....  
COMMISSION No TT..... (L) DL ENGINE No TT.....E

SEND TO : THE SECRETARY, TRIUMPH MAYFLOWER CLUB  
12 MANOR CLOSE, HOGHTON, PRESTON,  
LANCS: PR5-OEN

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