

68.

TRIUMPH MAYFLOWER CLUB



SPRING ISSUE 1993

(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1992-93

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<i>ORDINARY MEMBER No 1</i>	Edith Webber
<i>ORDINARY MEMBER No 2</i>	Peter Smith

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

FLOWER POWER

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Cover Photo:

Another Triumph Mayflower from New Zealand - BONNY I

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 members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

SPRING

SUMMER

AUTUMN

WINTER

EDITORIAL

We are well into 1993 now and no longer think of it being the New Year. Hopefully we are all making plans to get our cars out a bit more now that the fine weather and longer days are nearing. I shall be buying the Road Fund licence for my Mayflower from 1st. March and then be using the car as much as possible this year.

One job is still to be done, and now it is needed prior to the revised annual MOT test. That job is to get my door hinges sorted out properly as my doors have dropped and do not close without some considerable force. I had hoped to do this as a winter job, but an illness in the family since Christmas has put me behind schedule once again.

Forbes Alexander, one of our committee members, is also ill at present. On your behalf I would like to send him every good wish for a speedy recovery. Despite his illness Forbes has written some interesting letters in yet again, two of which I am printing in this edition. A few more contributions from him and I might be out of a job.

After Christmas, the winter period is often a quiet time for correspondence etc. The Spring magazine, of necessity, reflects this. Sometimes we use this as an opportunity to print the membership list. Do readers want this printed every year? Please drop me a line and let me know. Printing the list does jog the memory, we hope, of everyone to send off cheques to renew membership.

Rates are £12.00 UK members and £18.00 for Overseas members.

Other reminders yet again.

- :- The **A. G. M.** will be held on **Sunday 28th March 1993.**
The venue is the same as last year as it is felt to be fairly central - **EATHORPE PARK HOTEL, EATHORPE, WARKS.**
- :- The Annual Rally will be on **Sunday 18th July 1993.**
The venue is at **HIGHCLERE CASTLE, NEWBURY, BERKSHIRE.**

I look forward to meeting you all soon, hopefully at the A.G.M. Keep sending me news of your restorations and travels.

Phil Benson
Editor.

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FLOWER POWER

FEATURE STORY

BONNY I

Trust a woman to have a daft idea as they say.!

Our story regarding Flower Power really began in the late 1950's when Gifford decided that motor-cycles were not the most comfortable means of travel, and so invested in a grey coloured second-hand Mayflower, his very first car. Unfortunately it came to a sad end, when one of his brother's, then an apprentice mechanic for a local garage, had the misfortune to be blinded by the sun, and ran up the back of a farm truck that had been left in the centre of the road while the farmer shifted stock. Hence one concertina Mayflower, (Driver OK) the car written off and not even a photo of it at all.

Back to 1989 - The New Zealand Living and Recreation Group were saying, "Do something different".

While visiting friends in Queenstown, and out driving and viewing the lovely homes in the Arrowtown area we spied this Flowerpower sitting outside, looking in need of a lot of loving care and attention. Nothing would do, but I had to take a photo. At least it was the same make and model as the grey one of years ago.

As the months rolled by I kept thinking we should do something different - together!!

I made enquiries regarding who the owner was, but was assured others had offered to buy, but the owner wouldn't sell. Deciding not to tell Gifford what I was up to, I called the gentleman owner, told him we would like to restore the car etc., and at the end of the conversation had bought a car for 1,000 N.Z. dollars, and we hadn't really seen what condition it was in.

I then had to tell Gifford my news. I must admit he wasn't all that impressed to start with. When the question came up, if this car was in going order, and my reply was negative, his was "I didn't bl..dy think so!".

A good friend with a large trailer offered to bring it home for us, and so began the two year restoration. Our 2 years were both interesting and frustrating at times, especially in our cold garage in the winters at Colac Bay. At times we had our disagreements, usually because I thought work wasn't progressing like I thought it should. It certainly was an exercise for trying your patience.

LONDON-BRIGHTON CLASSIC CAR RUN 13 JUNE 1993

The fourth London - Brighton Classic Car run is taking place on June 13th this year. If you would like further details then contact the organisers - Greenwood Exhibitions
PO Box 49 AYLESBURY
Bucks. HP22 5FF

FEATURE STORY

Finally, almost two years to the day, and following many teething problems, we motored to Arrowtown in Bonny for a weekend to show the elderly couple who were the previous and only other owners, their restored "courting car". They had always referred to the car as "Bonny" so I decided to purchase the personalised number plates for her.

Mr. Jack Reid was the original owner. He had unfortunately lost the original ownership papers showing date of purchase etc. The speed showed only 30,000 miles which, like the paintwork was both genuine and original except for one new mudguard.

"BONNY I" attracts quite a bit of interest, as I use it regularly to travel the 6 miles to and from work at the local hospital. We are fortunate that both of Gifford's brothers are A Grade mechanics and own there own Garage at Orepuki. They both served their apprenticeships at the local garage in Riverton who were agents for Triumph cars in the 1950's and were both keen to assist.

However car restoration certainly does not come cheap. Full cost including all work, totalled 10,000 N.Z. dollars over the two year period. But look what we have, a "beaut" little car which I hope to have for many years.

P.S. I might also add that the work didn't interfere with Gifford's Indoor or his Outdoor Bowls during the two years.

This article was contributed by Benita and Gifford Dudfield
Foreshore Road, Colac Bay, No. 1. R. D. Riverton,
Southland, New Zealand.

Many Thanks - Ed.

LETTERS

The October edition of "The Globe" (The TROC magazine) carried a safety warning which I reproduced in the last Triumph Mayflower magazine under the heading :- **SAFETY WARNING** - WELDING.

I have since received an enormous amount of information on this subject. Suffice it to say that this article was a "HOAX" which has been going the rounds of the smaller motoring/Club publications. I do not intend to give this myth further publicity, but would like to apologise for using the article without checking the facts in it.

I would like to thank one member in particular, John Robertson, who brought this to my attention the day he received his magazine. He rang me and said he had seen the hoax article previously and he sent me lots of information on the subject.

Phil Benson Editor.

FLOWER POWER

LETTERS

December 1992.

Dear Phil,

I recently came across this photo, taken in March 1967 at a scrap yard just outside Edinburgh. It shows my first Mayflower JSF 869 and the Morris Ten ESC 243 belonging to my good friend Douglas. We were students at the time, and the photo reminded me of a couple of funny stories - well, funny in retrospect!

The first second-hand spare I ever needed for JSF was a cylinder head and Douglas, who was far ahead of me in the lore and practice of old cars, was airily confident: "Just go into the scrappy, pick up what you want, and offer him half what he asks: everybody does it!" Well, with such encouraging words at my back off I went by myself to the scrap-yard where I found a head without difficulty (oh happy days!). I duly presented it to the yard owner and asked him how much he wanted: "Ten Bob" was the brief reply. So equally briefly and breezily I said "Five Bob". And then to my horror, Douglas's cheerful script just fell apart as the owner went several ever-deeper shades of red and purple and told me in no un-certain terms to drop the bl**dy thing right there and get the hell out of his yard! Desperately I offered to pay the full ten shillings but, no, he wouldn't hear of it and I was more or less thrown out on my ear. That evening I told Douglas the sad story over a pint and asked him to go out and buy the head for me, which he did, paying ten shillings for it - and never a word about trying to bargain!

However, the occasion for the photo was at another yard after the Morris failed its MOT and Douglas had decided to scrap it. Once again he was full of confidence about the transaction: "I'll get fifty quid, for it, no sweat". So off we went with the Mayflower to provide return transport, and Douglas in high spirits at the thought of a fistful of five pound notes. At the yard, Douglas nonchalantly went through the disposal formalities and stood back with his hand open. The scrapman looked puzzled: "Yes?" he said. Douglas suddenly looked a little less like a budding Rockefeller: "Er, the money" he asked - "um, for the car?". "Money?" laughed the man, "for that? It's worthless! - and if you don't believe me take your keys back and try somewhere else!" For once, poor Douglas was speechless; and the scrapman, seeing his expression, must have mellowed. He thrust his hand in his pocket and there was a jingle of coin. "I tell you what, son, here's something after all", and some silver was in his palm: "here's your bus fare home ..."



Forbes Alexander
Member 650

Mayflower and M10 at
Gogar

FLOWER POWER

LETTERS

"Pete O'Sullivan"
'LISTRA'
GLANOE
BANEMORE CROSS
LISTOWEL
CO KERRY
IRELAND

Dear Phil,

I have now moved lock, stock and cars over the water to live in the Emerald Isle.

Before this Emma had looked very sorry for herself having been laid up for over a year in the back corner of the garden. After a good scrubbing, T cutting and polishing she looked presentable apart from the front wing seams and door sills which never stay white for long. (Perhaps I should paint her rusty brown or paint black gunge on the bottom 4" !).

I checked over for the MOT, everything seems fine - headlights a bit dim, bang on the wing, great, that's fixed it. Drive round to garage for MOT - failed miserable. "Pete you have quite some play in the front wheels". "Impossible - you only put in new rod ends and steering joints for the last MOT". "Oh OK then but they will need doing soon". I'm not sure now that I did have them done the previous year, but I thought so at the time, Didn't I? You also have a leaking rear shock absorber and the bushes have gone. Sod it! "I have the bushes, do I have to replace the shocker?" YES. Thank you John for supplying the shock absorbers.

I now had my MOT to use for one trip up to Holyhead, then by ferry to a country where I don't need it. I know what you are thinking, but I had to have the MOT in order to tax her!

Quite an uneventful journey really, apart from some jerk leaning out of a passing car and shouting "You haven't any back lights mate". After a silent "Sod Off....." Curiosity made me pull in and have a look. S...! no back lights, where is that torch! Why is there no internal light in my soft top? - Check wires in boot, OK. Check fuses, OK. Sit in car wondering what to try next.... Idea, plunge hand into back of panel and... panel lights are on, could it be the back lights are too? - Yes - so on our way again. Bowling along singing a few verses of "The rare old mountain dew" (Before my time that one - Ed) It's getting a bit cold in here, open the scuttle - panel lights and rear lights go off. Close scuttle and lights come on again. Arrived frozen but safe anyway. Now where's that Guinness? There's more to come in my next letter, so beware.

If there is anyone who wishes to bring there Flower to Ireland, please write first to me as I can possibly help in the event of breakdown, recovery and accommodation this side of the water as per Forbes idea.

'Still sufferin' Pete Smith.

INLET AND EXHAUST VALVES NOW AVAILABLE

From the Spares Secretary

FLOWER POWER

THE SECOND HAND SPARES SITUATION

After nearly twelve months of being the second hand spares secretary, I thought it about time I reported on the availability of second hand spares. I have not catalogued every spare part, but the following list consists of the main items available. Here we go then:

- One wheel rim, shot blasted and painted.
- Three starter motors needing reconditioning.
- Three dynamos needing reconditioning.
- Glass, plenty.
- Windscreen, one only, which can be used as a template when having new screens cut to order.
- Two cylinder heads with not a lot of life left in them.
- A number of carburettors.
- Brake parts, including shoes, a master cylinder (rusty) & several seized wheel cylinders.
- Three camshafts.
- Three crankshafts.
- Bonnet hinges.
- Boot lid hinges.
- Gear change connector rods.
- Clutch rods (repaired).
- Export model air cleaner assembly.
- Dashboard instruments.
- Interior door handles and window winders.
- Interior rear view mirrors.
- Two sump pans.
- Distributors.
- Window winder mechanisms.

There are other items, nuts & bolts, bits & pieces that nobody will ever want and no doubt some things I've forgotten about, so please ask if what you want is not listed above.

I have recently been asked for one or two things which I have not been able to supply. This set me wondering whether members with surplus spare parts would send me details. I could then act as a go-between, should I receive a request for any of these parts. Between all of us we may be able to build up quite a comprehensive second hand spares list. What do you think?

Finally, I am able to offer refurbished flexible oil pipes (for the oil pressure gauge) on an exchange basis only, for £10, inclusive of U.K. post and packing. The end fittings must be in good condition as they are used again. If you don't have an exchange, do let me know and I'll see what I can do. Also if any members have burst or otherwise damaged oil pipes which they no longer require, I would be very pleased to hear from you.

Jim Smethurst - Phone 0772 - 726518

WANTED

YOUR ADVERTS

You can advertise your Car, Spare Parts, Tools, Garage Equipment, Magazines, Books, "Wants" Etc. There is no charge for adverts. Send in by MAY 31st. for the Summer edition.

Notice of the Club's Annual General Meeting

Date: Sunday 28th March 1993
Time: 2 pm to 4.30 pm
Place: Eathorpe Park Hotel, Fosse Way
Eathorpe, Leamington Spa, Warwickshire
Tel: 0926 632245

Agenda:

- (1) Apologies for absence
- (2) Minutes of the last AGM and matters arising
- (3) Reports from committee members
- (4) Election of officers
- (5) Spares Secretaries reports
- (6) Any other business

Notes:

Correspondence about the AGM: any apologies for absence, informal enquiries about committee posts, formal nominations for them, or motions to be discussed under any other business, should be sent to the Chairman by Wednesday, 17th March, 1993.

Election of officers: the posts of Chairman, Vice Chairman, Treasurer, Secretary and Ordinary Members all come up for election at the AGM. The present holders are allowed to be re-elected, but usually some of them wish to retire, so there will be jobs available to those who want to play an active part in the running of the Club. Please contact the Chairman if you want to know what is involved. The jobs of Spares Secretaries, Magazine Editor and Archivist are filled by people appointed by the committee, so do not always fall vacant at the AGM.

Any other business: This is your chance to raise matters which are concerning you.

How to get there: Eathorpe is near Leamington Spa and close to where the B4453 crosses the A423 (east of Leamington Spa). Look out for the sign as the Hotel is not visible from the road.

Food: Extremely good meals and snacks are available from the bar during opening hours. Tea and sandwiches are provided after the meeting.

URGENT!

Our new editor requires stories, information on renovations and photographs of cars and keepers. Please help him to make your magazine of interest to everyone

PLEASE RESPOND TO: THE EDITOR - PHIL BENSON

FLOWER POWER

LETTERS

February 1993

Dear Phil,

Have you seen the March "Popular Classics" magazine yet? There are three Mayflowers for sale, all by dealers, two at £3,000 and one at £4,000. There is a photo of the latter and it looks very nice; unusually it is burgundy in colour with tan leather upholstery.

However, what may be of more interest is an article on Page 113 about a new club being set up to find and locate spares for classic cars. I wonder if the TMC should join? Perhaps this could be discussed at the AGM.

The panel-beaters have KSK at present. They tell me that the car arouses enormous interest from their customers who all want to sit inside! I hope they give me a discount on the bill.

Forbes Alexander
Member 650

[I hope KSK is also soon restored to normal - Ed]

TRIUMPH MAYFLOWER CLUB NOTICE

Terry Gordon and Mike Webber will be resigning as Club Secretary and Treasurer respectively. Both have held these posts for several years. The Club depends upon its volunteer committee, who perform their duties in their spare time, for the smooth running of the Club. Most jobs only take a few hours a month. If any member feels they might want to be nominated for either of these very important positions at the next AGM, would they please contact Terry Gordon (0254 853469) for further details.

1993 MEMBERSHIP RENEWAL

Your subscription is due for renewal on 1st April 1993.

The rate for renewal for the year to 31st March 1994 is:-

UK Members	£12.00
Overseas Members	£18.00

Please pay promptly by sterling cheque or Postal Order made payable to The Triumph Mayflower Club and send to -

The Secretary,
12 Manor Close
Hoghton
PRESTON
Lancashire U.K.
PR5 0EN

Your Membership Card will be enclosed with the first magazine after April 1993 or enclose a SAE for return by post.

SERIAL

UNCLE PHIL'S TAXI - Part 3

"What next"? I thought, having completed my re-wire. "I'll see how good the floor really is". That was when I found out how good it really wasn't. I borrowed a MIG welder from my brother and bought some plate and some gas. I spent several sessions in the garage, in the dark goggles, practising. Unfortunately that is where I stayed - in the dark. I did not get the knack, I just got knackered.

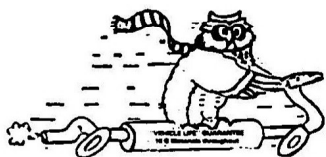
My next move was to take the car for an estimate at a small work-shop specialising in MG renovation. They said they would have a go but told me to expect to pay about £300 to £400 as the floorpan, inner wings and front arches were all mainly fibreglass bodes.

First of all I saved up. Then off the car went to have the welding done. As I was still working in Surrey during the week, I went to see the car on the next Saturday. One side was done and looked great to me. By the next weekend the other side was almost done. My friendly expert welder wanted me to come for the car on Monday night as he needed the space free in the workshop. Because I could not go for it as I was working away, he volunteered to drive it home for me on the Monday using his trade plates, and saying I could pay him the next weekend. Yes, some people still trust in others.

On the way up to my house that Monday, he stalled the car outside one of the best restaurants in Derby. As he tried to restart it about fifteen Japanese business-men came out of the restaurant with cameras blazing. They were all Toyota Management attending a site-meeting during the construction of the new Toyota factory near Derby. I understand that many interesting comments were made concerning the Styling, Quality of build, Age of the car etc. How I wish I had been there that day. I wonder how long it will be before we see a Toyota Razor-edge?

Eventually the car was allowed to proceed and came home to await my return and another MOT attempt the following weekend.

Phil Benson Member 490.



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TECH TIPS

FRONT SUSPENSION BUSHES

A Mayflower weakness that MOT inspectors often delight in pointing out is the tendency for the black rubber bushes at the inner end of the lower wishbones of the front suspension to disintegrate. The TR2 sports car, also suffered with a similar problem - only more so due to greater performance and hence greater stresses coming into play.

On the TR3 the lower rubber bushes and whitemetal washers were changed to an arrangement of steel lined nylon bushes and nylon washers. These modified bushes can be fitted to the Mayflower and the TR2. The upper bushes can also be replaced, but they do not endure the same stresses as the lower bushes and therefore remained in rubber on the TR3.

Each set of replacement bushings comprises 1 steel bush or liner, 1 nylon bush, 2 nylon washers and 2 rubber dust seals. You will need 4 complete sets to do all the lower bushes on the Mayflower.

To fit, first dismantle the old rubber bush in the normal way. Then clean the fulcrum spindle up thoroughly until the steel liner of the new bush is an easy fit. Fit the rubber sealing rings onto the nylon washers. Clean out the of the wishbone arm (make a good job of this) until the nylon bush can be pressed into it. Ensure the nylon bush has not been distorted so that the steel liner is difficult to introduce. If it is you must clean the eye again, but even better this time.

To assemble, the liner goes on the fulcrum spindle after a light smear of grease, then one of the nylon washers is slid onto the liner at one end, followed by the wishbone eye containing the nylon bush, also lightly greased. The the second nylon washer. Discard the old metal washer, put on the mounting plate and bolt up. Remember to replace all the tab washers. MOT inspectors love to point out unsecured nuts (That describes most of us).

I am indebted to Robin Bussell who originally contributed the above article, which I have edited slightly, in the Dec 1976 Mag.

I don't know what the availability is like now but it opens up another alternative source of spares, although I believe John Gogay can still supply the original rubber bushes. Ed.

FOR SALE

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WINDSCREEN RUBBERS

Available from the Spares Secretary

WHAT DO YOU THINK ?

SECOND HAND SPARES - SHOULD THE CLUB BY A CAR TO BREAK FOR S/H SPARES? - JIM SMETHURST would like to know what members feel. Why not give him a ring - 18 Beech Grove, Ashton, PRESTON, Lancashire, PR2 1DX
Phone: (0772) 726519

FOR SALE

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Phone: (0256) 58899

FOR SALE

1952 MAYFLOWER NOW £2750 Hampshire UK

Grey - known history, completely rebuilt and now almost as good as if it were brand new. Taxed and MOT. Part exchange a possibility.

Bill Jones (Member 675) Phone (0264) 323639

TRIUMPH MAYFLOWER

Late 1952 Model

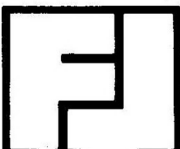
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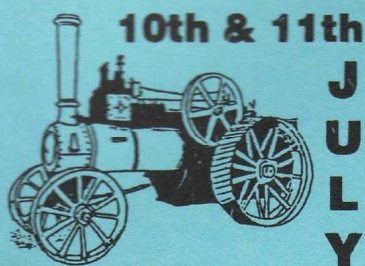
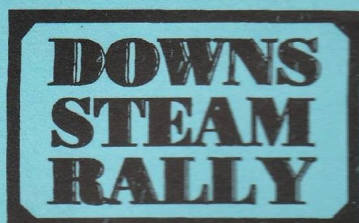
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Don't forget the ANNUAL GENERAL MEETING

at 2.00 pm Sunday March 28th 1993

Eathorpe Park Hotel, Eathorpe, Warwickshire

AND THE

NATIONAL RALLY

Sunday July 18th 1993

Highclere Castle, Newbury, Berks

