

TRIUMPH MAYFLOWER CLUB



SUMMER ISSUE 1993

(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1993-94

<i>CHAIRMAN</i>	Tony Booth 26 Wharton Road Headington Oxford OX3 8AH
<i>VICE CHAIRMAN</i>	Peter Benfield Low Beck, Cow Lane Middleton Tyas Richmond N Yorks DL10 6RG
<i>CLUB SECRETARY</i>	John Oaker 19 Broadway North Walsall West Midlands WS1 2QG 0922 33042
<i>TREASURER</i>	Phil Benson <i>(details below)</i>
<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>	Jim Smethurst 18 Beech Grove Ashton, Preston PR2 1DX Tel: (0772) 726519
<i>MAGAZINE EDITOR & ARCHIVIST</i>	Phil Benson 4 Dunlin Close Redhill, Surrey RH1 5HJ Tel: (0737) 772202
<i>RALLY SECRETARY</i>	Martin Bishop 66 Keeley Lane Wooton, Beds MK43 9HS
<i>ORDINARY MEMBER No 1</i>	John Oglesby
<i>ORDINARY MEMBER No 2</i>	Forbes Alexander

*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*

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Cover Photos: FTK 374 waiting for salvation

"There but for the grace of God go I" - See Sales Adverts

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SPRING

SUMMER

AUTUMN

WINTER



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Brackets
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EDITORIAL

Optimism Or Despair? -

One of those two seems always to be with us.

Optimism - The AGM was very well attended - See Minutes.

Despair - Membership renewals falling - Is it the depression ?

Optimism - My Mayflower has doors again, they almost fit. Taxed tested and in use. Three trips to work and all is going well.

Despair - Fourth trip reveals serious oil leak from oil pressure guage flexible pipe. Call out RAC at work and they fix it as new.

Optimism - 76 miles round trip to see my wife's parents for Sunday tea. On the way back the car seems as if it is running rougher during the last few miles, but it gets us home OK.

Despair - Getting even rougher - sounds like a tractor. Yes it seems to be sooty round one of the cylinder head studs. Off with its head. [My wife has renamed me HENRY VIII] Gasket missing round stud between cylinders 3 and 4. (Never try to re-use a head gasket. - I like to prove these axioms for myself - I must be stupid)

Optimism - Clean everything up - New gasket - Running again.

Despair - I have only two more weeks to get the magazine out.

Optimism - I look forward to seeing old friends, and also many new faces and new cars at the Annual Rally which as you all know by now will be on **Sunday 18th July.**

The venue is HIGHCLERE CASTLE, NEWBURY, BERKSHIRE.

The Triumph Razoredge Owners Club (TROC) have advised that the theme of the rally is "Elegance" - How apt.

My car will be forty years old on 23rd May 1993. If yours is 40 this year **HAPPY BIRTHDAY** to it from me.

Please keep sending me news & photos of your restorations, travels and even problems - Remember the old proverb - A problem shared is a problem halved.

The Club has had a photo of a drop-head Mayflower passed on to it recently. This merits a lengthy article reviewing the drop-heads. Unfortunately space does not permit in this edition, but will be made available in the next.

**Phil Benson
Editor.**

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

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MINUTES OF THE TRIUMPH MAYFLOWER CLUB ANNUAL GENERAL MEETING HELD AT THE EATHORPE PARK HOTEL ON SUNDAY 28TH MARCH 1993.

The meeting was opened by the chairman at 14:00

Apologies for absence were received from - Phil Hall, Forbes Alexander, Mr. A Watson, Ken Mckenzie.

Mike Webber proposed that The Chairman accept the minutes of the last AGM and this was seconded by Martin Bishop.

Secretary's report :- The Club has 147 current members, including 25 new members this year. Overall this is a reduction of 14 members during the year. The Software Purchase authorised at the last AGM (Microsoft Works) was purchased for £95 and has been used for the following tasks -

Membership details

Car Registration details

Address Label printing - for magazine distribution

Subscription recording on a spreadsheet

Word Processing for letters to members etc.

Production of a computerised membership record to back up the manual card index system which is retained

The Club has forged links with 4 other magazines in the U.K. and exchanges magazines. The May issue of Popular Classics includes an article on the Mayflower, as does Practical Classics Weekly to be published May 28th. The Secretary (T.Gordon) intends to retire at this AGM (See below).

Mike Webber proposed the report be accepted and this was seconded by Tony Booth. Carried unopposed.

Treasurer's report :- The Treasurer presented the Statement of the accounts for the year 92 - 93.

Two one-off payments - Repayment of £2000 loan, and Relocation of Second Hand Spares - has resulted in a poor financial situation at the close of the year. The Treasurer suggested we need to reduce expenditure and suggested two ways of achieving this in 93-94. Firstly reduce the number of issues of Flower Power.

Secondly reduce the amount of expenses paid to Committee.

The Treasurer welcomed other suggestions from members to off-set the unhealthy balance of the accounts.

The Treasurer confirmed his decision to retire from his position, given at last year's AGM. He offered to hand over a tidy set of accounts and to give help and training to the new treasurer.

Tony Booth proposed we accept the accounts, and this was seconded by Phil Benson. Carried unopposed.

Spares Secretary's Report :- Spares to the value of £3756 have been sold, with consequent replacement of stock being purchased. In particular the Club has a good stock of Engine Parts, Other Mechanical parts, Rubber seals etc. Other Trim, particularly new chrome items are much more difficult to obtain. Assets are of the order of £5000. All profits from the sale of spares finds its way into the General Fund eventually.

WINDSCREEN RUBBERS

Available from the Spares Secretary

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Mike Webber proposed the report be accepted and this was seconded by Tony Booth. Carried unopposed.

S/H Spares Secretary's Report :- About £300 in current account. About 50% of requests have been satisfied. Although only about 1 enquiry a month is received (None re flexible oil pressure pipe). Jim Smethurst asked the members opinion on buying a car to break for S/H spares. As Jim has not got room for storage and the demand for S/H spares appears limited it was generally felt not a worthwhile proposition. It was felt we should open the debate to the whole membership via the magazine. [See adverts - Ed.] John Gogay proposed the report be accepted and this was seconded by Edith Webber. Carried unopposed.

Chairman's Report :- The Chairman reported that there was a decline in the Club Membership due to the recession, and said he felt that money was tight for everyone at present. Reduced income coupled with rising costs is eroding the balance on account. He was reluctant to propose an increase in subscriptions as this may have an adverse effect and could lead to even less renewals. He felt the Club subscriptions were on a par with other similar clubs. The Chairman requested that committee members could lead by example by not claiming travel expenses etc. for attending the AGM. He, by way of a gesture, had claimed no expenses this year. He stated that because of family commitments he would have to give up the position of Chairman with immediate effect.

Election of Officers :- The retirements above caused the following posts to become vacant - Chairman Secretary Treasurer. The following nominations were received from the floor:-

Vice Chairman Tony Booth to be Chairman

Peter Benfield to be Vice Chairman

These were accepted by the nominees as they were unopposed.

The new Chairman proposed a vote of thanks to all the retiring officers, especially Mike & Edith Webber, for their efforts on behalf of the Club. This was endorsed by all those present.

There being no nominations for Secretary and Treasurer the Chairman asked for volunteers to take over these posts. John Oaker offered to take on the post of Secretary which was gratefully accepted by the meeting and Phil Benson offered to take on the post of Treasurer for one year, also accepted.

John Oglesby and Forbes Alexander having previously advised they would like to continue as ordinary committee members were accepted as such by the meeting. The remaining post-holders - Rally Secretary, Editor, Spares Sec. and S/H Spares Sec expressed willingness to continue in their posts and this was accepted by the meeting.

FRONT COIL
SPRING
RUBBER WASHER

Part No: 100751

£2.50 each

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Any Other Business :- John Gogay suggested we reformat the Magazine as an A5 publication to reduce printing and postage cosets. This proposal was carried unanimously. Terry Gordon suggested we reduce Flower Power from Quarterly to three issues per year. Members were strongly opposed to this and no vote was needed or taken. Terry Gordon felt it was not appropriate to publish a full list of members, from time to time, in the magazine, to retain privacy etc. The meeting was divided on the issue and it was felt the magazine should be used to debate the topic. It was agreed that if anyone wished to be excluded from the list they could contact the Secretary and this would be done. It was also agreed we put a reminder slip in a member's magazine stating this would be the last magazine supplied to them if subscriptions had not been renewed by the Autumn issue. The Chairman proposed we keep subscriptions at £12 UK £18 overseas for 93-94. This was agreed by all members present at the meeting. Edith Webber proposed that no expenses be paid in future to the committee members. This prompted a full discussion at which point John Oaker proposed that the decision be left to the individuals concerned as these were the subject of a previous agreement. This was agreed to by the membership.

Chairman's Cup and Achievement Shield :- John Gogay proposed that these be awarded this year to the retiring Treasurer & Secretary. Seconded by John Oglesby.

The meeting closed at 15.33 pm.

SALES/WANTED

WANTED - BARN OR SIMILAR

SECOND HAND SPARES - IF THE CLUB HAD SPACE TO STORE SECOND HAND SPARES THEN JIM SMETHURST MAY BE PERSUADED TO OBTAIN A CAR TO STRIP - HAVE YOU SPACE ? - 18 Beech Grove, Ashton, PRESTON, Lancashire, PR2 1DX
Phone: (0772) 726519

FOR SALE

TRIUMPH MAYFLOWER WORKSHOP MANUAL £20 plus Post

Brian Phillips Phone (0222) 832121
17 Church Rd., Abertridwr, South Wales, CF8 2DL

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

How I came to be the new secretary and a bit more!

"Good evening number 715, what's your name and where do you come from?"

"My name is John Oaker and I've lived in Walsall for the last twenty odd years."

"Now tell us a little bit about yourself and that funny little car you own"

"Well the story really starts in March 1951. My dad, who worked for the Admiralty, had been posted to Gibraltar, and six months later my mother, my sister and myself joined him. I was just four years old then.

I have four very vivid memories of that September day in 1951.

- 1) Spending the night at Auntie Maude's and Uncle Percy's in Croydon.
- 2) The plane seemed to bristle with propellers.
- 3) Being greeted at Gibraltar airport by my dad and this beautiful grey car.
- 4) My dad slamming the car door on his fingers.

The beautiful grey car was to be my constant companion. It would take me to school. It would take me to the beach. It would take me to Spain. It would take me on my holidays. It would take me up the rock. It would take me to see the Queen. It would take me into the dockyard. It was a Triumph Mayflower. It was G7892.

Other people could and did come with us. My dad always came as the driver. Sometimes I sat in the front on my own and sometimes I sat in the front between my mum and dad. That was my favourite place and it also meant my sister would be in the back with another family. The other family in the back whether they were the Simpsons, the Dyches or whoever, always had at least one child. There would be seven people on board together with a picnic hamper and a changing tent for grown-ups strapped to the open boot lid. We would be heading for Sandy Bay, Catalan Bay or through customs to a nearby Spanish beach but it didn't really matter where we were going because I was in my favourite place.

Then just before my seventh birthday it was time to return to England. The beautiful grey car went first. It took me into the dockyard for the last time. I watched as it was lifted rather awkwardly onto the deck of the aircraft carrier 'Indefatigable'.

After a week during which my sister was constantly seasick we arrived back in England. We resettled in Sheerness on Sea and soon the beautiful grey car returned. We were a complete family again. The beautiful grey car was now MOW 858.

Soon the five of us were on the move again, firstly to Billingham-on-Tees and then to Pembroke Dock and the parting of the ways. The beautiful grey car was traded in and replaced by 509 FDE, a blue Morris Oxford. It was Summer 1959.

Now to the present and a very long story about Ford Escorts, insurance companies, and my nostalgic tendencies. So to cut this long story short I bought a Comet Blue Triumph Mayflower NSU 769, joined the club, went to the Annual General Meeting, and, as the only new face in the room, became secretary. I was happy to accept.

I understand that the main objectives of the club are to promote interest in, and assist and encourage each other in the maintaining of the Triumph Mayflower car. I agree with this and I hope that you do too."

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LETTERS

AN EXHAUSTING TIME

Dear Phil,

This is my first time of writing to the Club Magazine since becoming a member in 1988 just after buying my Mayflower. Having seen the advert in Exchange & Mart, I booked an appointment to view the car thinking to myself - "I remember what they look like, square edges, four doors, big wings. I had a Dinky model as a child". (Yes, I thought I was going to view a Renown). My wife came with me, She took one look, about 10 seconds worth and said "You're not having that ugly thing". We went home in silence, but some strange Power came over me (Flower Power I suppose) and I booked another appointment to have a second longer look dragging my wife by the collar. "it only needs a core plug" I said to my wife handing over the money to buy it, a statement which still haunts me to this day when I happen to say I need something for the car.

Time passes, the car has had a core plug - plus a full engine rebuild, re-wire, new brakes, bare metal re-spray etc.etc. The time came for an exhaust to be fitted. I shall ring up P.D.Gough - They are recommended in Flower Power. "Could you tell me the price of a stainless exhaust?" £215 plus P. & P. plus 17.5% Tax. - but I am a Mayflower member. "In that case sir £160.00 plus P. & P. & VAT". "I shall have to think about that". I said and put the phone down. Back to the Classic Car Magazines and papers. I found Mr. Don Scriven of the Exhaust Land Group who can and did supply an absolutely superb fitting mild steel exhaust system painted in black hammerite smooth for £43.60 inc. VAT. Should any member wish to contact him the address is :-

Exhaust Land Group,
45, St. Pancras Road,
London
NW1 2QB.

Tel: 071 278 1848
Fax: 071 278 1850

and they are thoroughly recommended by myself.

I will be at the rally this year and I hope the car will be finished in time, if not I shall bring it on the trailer.

P.S. My wife now loves the Mayflower.

Howard Pryor
Member 551

FOR SALE - IN THE U.S.A.

1950 MAYFLOWER ENGINE, TRANSMISSION, REAR AXLE,
STEERING GEAR AND BRAKES.
ALL ARE COMPLETE AND CAME FROM A RUNNING
CALIFORNIA CAR.

IF INTERESTED PLEASE CONTACT BOB LYTLE (693)
1679 BROKEN ROCK DRIVE, COTTONWOOD,
ARIZONA 86326 U. S. A.
Phone: 602 646 6606

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WHY DO WE DO IT?

The car show judge raised his head from under the bonnet and smiled: "I'll bet" he said, "it drives very nicely". "Oh no" I replied, "it's a pig". He looked surprised, even a bit shocked: "You mean it wanders all over the road?" "No" I said, "it runs straight as a die and stops when I push the pedal; but just look at those cross-ply tyres, that high centre of gravity, that 3-speed box and that 10-horse engine, and you can see why they don't make them any more!" The judge smiled again, and said that for a classic car owner I was very honest. Maybe, I thought, but it's got to be said: when it comes to driving the Mayflower you simply can't pretend you can throw it around like the latest, safest, Eurobox.

So that got me wondering: why do we do it? After all, you have to work at driving it, it costs money and fair words to keep it going, and taking a long twisting hill at 20 mph in second with a queue a mile long behind you can be highly embarrassing. And most of us at one time or another must have seen the temperature gauge start to rise and our pulse rate climb to match. There must be other hobbies: why do we do it?

Well, in the first place, it's a very elegant little car - "all-fired cute" is a memorable American expression - and I certainly fell for its looks long before I learned about that engine. Then while it certainly reminds me of my student days there are aspects of that old Mayflower that are probably best forgotten (bald, bursting tyres and countless bits tied together with string and wire; lovely interior, though). One of the things I still like is that you have to **drive** the car and think what you're going to do long before you do it, and I'm not at all confident that some of those who cruise the motorway at 80 with the CD player at full blast can do that.

But I guess one of the best aspects of ownership is the people you meet. When I was in New Zealand I needed some bits for the gearbox: one vital part required replacement, and it was sensible to replace two others at the same time. I found a firm in Hamilton who thought that they could find what I needed, so I went through for a look. The shop was run by a cheerful expat from Birmingham called Ian and he spent a long time looking through crates and crates of gearbox parts - with a break for tea and strawberries! - until he found the two non-vital parts but, alas, not the vital one. He was pretty sure that he'd had some until they moved premises about a year ago, but they'd probably been thrown out as scrap. After all that time and trouble, not to mention the strawberries, he refused any money and simply gave me the parts he had found. I was astonished.

We didn't win any prizes at the car show, but that didn't matter as we were only there to look at the other cars and chat to the owners. Lots of people came up to admire the Mayflower and to tell us how pleasing it was to see one again. "I'll bet" said most of them, "it drives very nicely". "Oh no" I replied - with a smile - "It's a pig ..."

Forbes Alexander (Member 650)

FLOWER POWER

UNCLE PHIL'S TAXI - PART 4

The Mayflower had to spend two months in storage along with several containers containing all our furniture and belongings whilst we were in between houses in 1991.

Eventually the great day came when we could move in to our new home in Surrey. The furniture came in a removal lorry and the Mayflower arrived about an hour later on a trailer behind a Land Rover. Having pushed the car into the garage we got on with moving in - This phase lasted nearly 12 months....

Re-united at last I decided I was going to get on with sorting out the front suspension. This was easier than expected, but not without some problems of course. The first of these was separating the top ball-joint to lower the suspension. Controlled force eventually won through. Next problem was finding that one of the shock absorber lower mounts was cracked in two. Off to the local garage to get it welded [Only £3].

Having done one side, the other was fairly straightforward. I replaced all the rubber bushes, Shock absorbers, ball joints, and most of the nuts and bolts. I hope not to re-visit this area for quite some time now.

The next step was to arrange an MOT test. So off we went, and I was pleased to find we had only failed on a flexible brake pipe and a front wheel bearing. These were soon sorted out and back we went and completed the formalities on Tuesday July 16th 1992. Optimism was the order of the day. At last we were going to the Annual Rally, which was to be held on Sunday 22nd July.

I took the car to work every day, and out in the evenings too. Ever further, trying to establish some reliability prior to setting off the 100 miles to the Rally at Stanford Hall in Leicestershire. On the Friday evening I blew it. Or rather the head gasket blew it. Steam, Heat, We had the lot. I was very lucky that evening. John Potts, who is a Renown owner, was passing by and stopped for a chat, not knowing as he stopped that I was in distress. After discussing things sympathetically he towed me 3 miles home.

On Sunday 22nd, I was at the rally, but the Mayflower wasn't. I decided enough was enough - An engine rebuild was needed to ensure I would be there in 1993.

FOR SALE

1953 MAYFLOWER - Another project forces sale.
PRICE £1650 ONO - to include many spare parts.
MOT expired SEPT 1992 TAX expired OCTOBER 1992.
ORIGINAL LOG BOOK. RECENTLY FITTED NEW PISTONS.
ALSO INCLUDED SECOND FLOWER FOR PARTS
OR FOR A VERY VERY BRAVE RESTORATION.
CONTACT NEIL KERSHAW (0729) 830356 SKIPTON YORKS

TECH TIPS

Mike Nicholls has kindly supplied two articles for this magazine

ANOTHER METHOD OF ADDING FLASHING TURN INDICATORS

It was my aim to retain the old semaphore indicators in their original form and fit flashing indicators as well, although I did not want extra light fittings on the car. On looking through some old wiring diagrams I discovered that the early Morris Minors used a system whereby the front sidelights and the rear brake lights act as indicators. This system is still legal. The only change needed to the Mayflower is that the front side light bulb holders must be changed to take twin filament bulbs - the same holders as the rear lights, which are still available and do not cost a lot. The other bits required are a flasher can (about £5), some cable, a two position switch and a Morris Minor relay unit. The relay unit is still available new but is expensive, whereas a second-hand one from a breaker or a S/H Morris parts supplier is about £8 - £10. It is also necessary to fit an indicator light on the dash if this is not incorporated in the switch.

The system can use the existing semaphore indicator switch if required and the existing semaphores can work with the flashers or can be disconnected. I wanted to have a completely independent system. The wiring is simple as can be seen from the diagram. The system allows the side lights and rear lights to work as normal, but when the indicators are used the rear brake light flashes to indicate the direction of turn independently of the other brake light and the second filament at the front will flash in the sidelight fitting. Note that white lenses must be retained for the front lights as amber side lights are now illegal.

FITTING INSTRUCTIONS

Disconnect battery - MOST IMPORTANT.

Use recognised cable colours to make fault finding easier later. Mount new units in convenient places & replace side light holders and bulbs with twin filament ones.

Disconnect and tape up the wire from stop light switch to stop lights (green/purple). Leave power to switch alone (green).

Disconnect cables to the stop lights at the snap connectors in the boot. Tape up disconnected wires.

Run cable from the stop lamp switch (green/purple) to 5 on relay.

Run a cable (green/purple) from O/S stop light to 7 on relay.

Run a cable (g/p) from O/S front light (bright) to 6 on the relay.

Run a cable (green/brown) from L on flasher can to 1 on relay.

Run a cable (green/white) from O/S switch position to 8 on relay.

Run a cable (green/yellow) from N/S stop light to 3 on relay.

Run a cable (g/y) from N/S front light (bright) to 2 on the relay.

Run a cable (green/yellow) from N/S switch position to 4 on relay.

Run a cable (green) from common on switch to ignition controlled power accessory fuse (green).

INLET AND EXHAUST VALVES

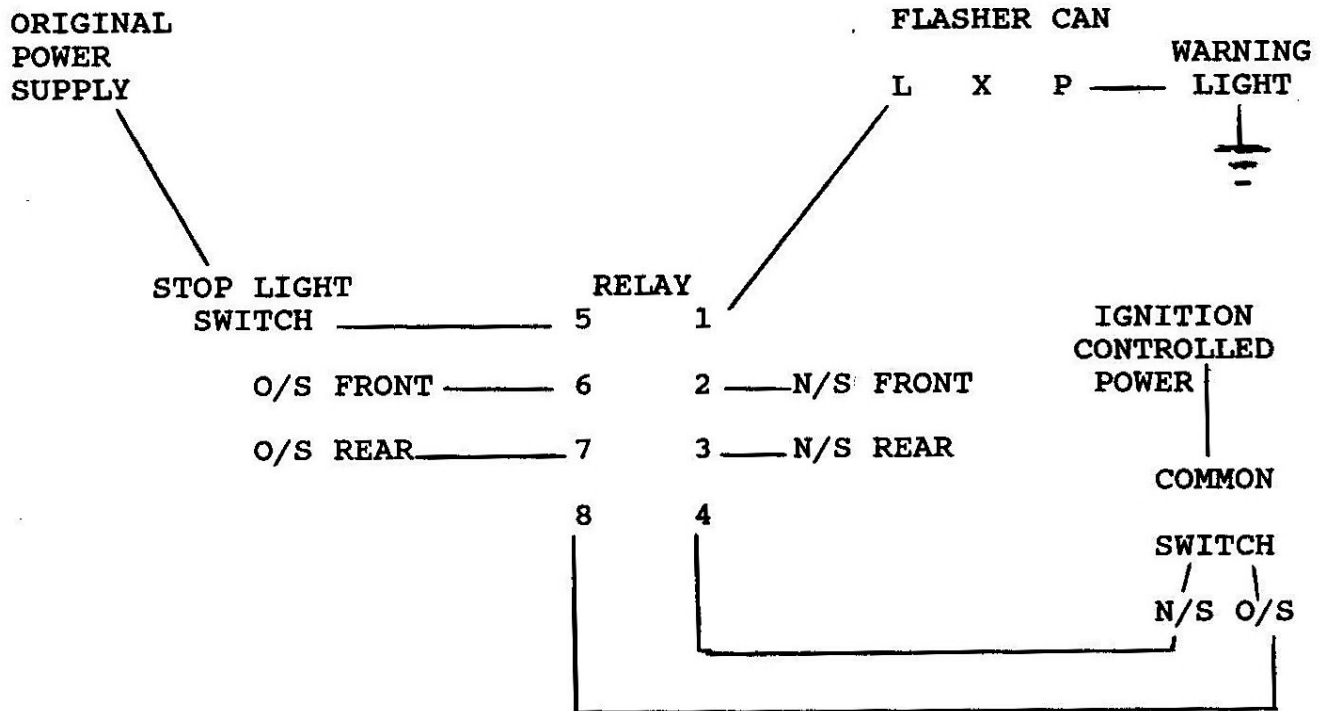
NOW AVAILABLE

From the Spares Secretary

FLOWER POWER

TECH TIPS

Run a cable (green) from X on flasher can to ignition controlled power accessory fuse (green).
 Run cable from P on flasher can to an indicator light in dash if your switch does not incorporate a built in light. There is a legal requirement for an indicator light.
 Finally - Check all connections, reconnect battery, and test.
 If you havn't got your wires crossed you should now be a flasher.



SAVE A CLASSIC CAR - FTK 374 - SEE COVER

The owner of the above vehicle advises that he purchased the car intending to restore it but ill health makes that impossible. He would like the car saved and will consider all offers.

Contact D J Hall. Phone 0633 213196
 36 Allt-yr-Yn Avenue, NEWPORT, Gwent, NP9 5DD

WANTED - TRIUMPH MAYFLOWER

John Stockwell is looking to purchase a car in Good to Excellent condition. Either original or fully restored. He is in the process of joining the Club.

He can be contacted on 0702 435265 after 8.30pm
 He lives in Southend, Essex, but will travel to see cars if they seem appropriate.

TECH TIPS

REFILL YOUR OWN TEMPERATURE GAUGE

Working from an old magazine article on this subject, supplied by Bob Collins via Phil Benson I have done it and it works great.

A few pointers for other members. Don't remove the dial, it isn't necessary and on my gauge there was no filler inside it anyway. The copper tube can be unsoldered from the back of the gauge using a fairly heavy soldering iron. Be careful not to block the very fine hole in the copper tube. If it does block all is not lost. Use a needle file and cut half an inch off the pipe.

Drill the hole in the back of the gauge so that the pipe fits back for soldering after refilling. Do not overheat the gauge unit as the Bourden tube in the gauge is soft soldered and it will leak and ruin the unit.

Refilling the sender unit is done as per the directions in the article. Prepare some iced water and some nearly boiling water. Immerse the bulb in the hot for about 30 seconds and the expansion causes bubbles of air to be given off. Immerse in the cold for about 30 seconds draws in the ether as you fill. I put the bulb in each about ten times, finishing in cold water.

Use a high tin content solder as it has a fairly low melting point. Reconnect the gauge unit to the copper tube and test as per the article.

Instead of using a dropper as mentioned in the article I used a reservoir made up from a small polythene bottle with a small hole drilled to take the copper pipe. This was much easier and the completed operation took just half an hour including testing. If any member would like further information they can contact me by phone in the evenings on 0843 - 582177 Mike Nicholls

PS. The article is available from me as it is too large to print.
PPS Mike may be able to supply the Ether if you ask nicely - Ed.

FOR SALE

1953 MAYFLOWER	MSU 800
Stripped and restoration started.	Complete.
Was running prior to stripping.	Best Offer.

M A Thorpe Phone (0494) 562703
109 Main Road, Naphill, High Wycombe, HP14 4SA

FOR SALE

1953 MAYFLOWER LUY 182

In Good Condition. Body and Mechanicals are very sound, but car is in need of a respray - (Why not keep her two-tone). She has attended the last two annual rallies. See photo - Autumn 92 Flower Power

£995 - But will only sell to a good home

Mike Halsall (Member 631) Phone 061 775 6473
4 Woodbine Terrace, Irlam, Manchester, U.K.

Membership and Vehicle Details

<i>Member No.</i>	<i>Expiry Date</i>	<i>Name and Address</i>	<i>Commission Number</i>	<i>Current Car Reg & Condition</i>	<i>Date first Reg.</i>	<i>Colour now Exter/Intern (Original)</i>
0	hon					
1	hon					
2	hon					
3	hon					
20	3-94					
42	3-94					
121	3-94					
138	3-93					
147	3-94					
160	3-94					
172	3-94					
185	3-93					
211	3-93					
230	3-93					
248	3-93					
262	3-94					
279	3-93					
316	3-94					
330	3-93					
359	3-94					
364	3-94					
372	3-93					
373	3-94					
399	3-93					
407	3-94					
409	3-94					

FLOWER POWER

422 3-93

427 3-94

435 3-93

437 3-93

439 3-94

445 3-93

462 3-93

465 3-94

471 3-93

481 3-93

487 3-93

490 3-94

497 3-94

504 3-93

515 3-93

517 3-93

523 3-94

524 3-94

525 3-93

527 3-93

534 3-94

538 3-94

539 3-93

541 3-94

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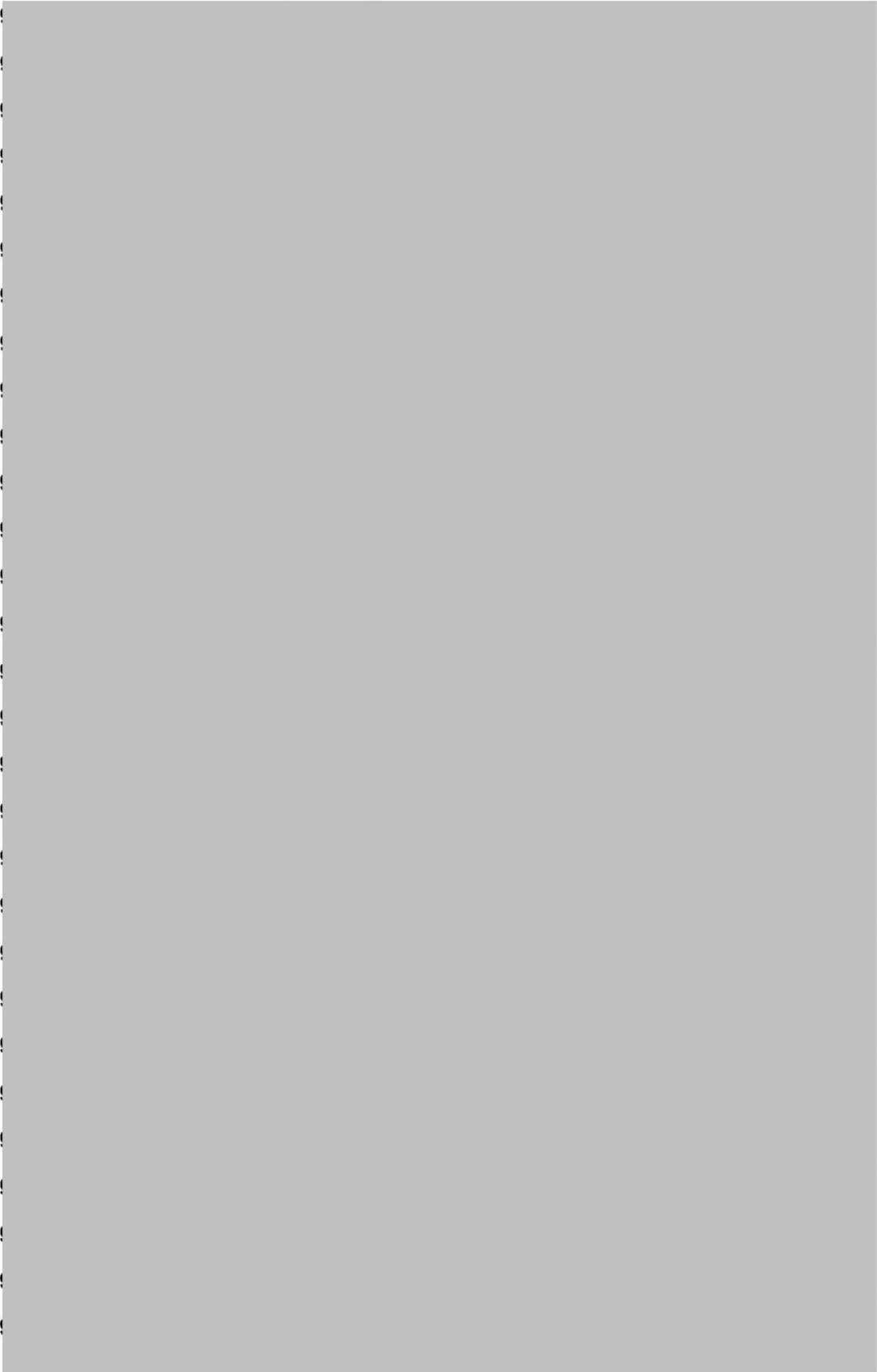
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FLOWER POWER

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FLOWER POWER

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FLOWER POWER

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I hope that the information on list is correct. As the very new secretary I could have made one or two errors. If I have please let me know. You may find it interesting just browsing through. You may find it useful for contacting a fellow member or vehicle owner who lives near you. If you could make any additions to the list about your vehicle's details please contact me.

If, for any reason, you do not want your name and/or address published in future editions of *Flower Power* please let either John Oaker, club secretary, or Phil Benson, magazine editor, know and they will adhere to your request.

I am hoping to categorise the condition of our cars under the following headings: ♣ = spares car; ♦ = under restoration; ♥ = runs unrestored; ♠ = runs restored (I have already started with my own vehicles and with a bit of help I am sure I could complete the task). This list will be updated and published as space permits in future editions of *Flower Power*.

If there are any other details about our cars that you would like to share with other members please let us know so that we can act on your suggestions.

P.S. — May this list also be a reminder to those of us who have not yet paid our 1993-94 membership subscriptions (members in **bold** type are overdue).

FOR SALE - VARIOUS MAYFLOWER PARTS

ENGINE IN RUNNING ORDER WITH ALL ACCESSORIES	£150
TWO GEARBOXES	£60
STEERING BOX COMPLETE WITH WHEEL, HORN, AND GEAR LINKAGE	£30
PANEL COMPLETE SPEEDO/GAUGES/SWITCHES	£45
REAR AXLE WITH BRAKES	£45
RADIATOR - NEW AND UNUSED	£50
TWO BONNET LOCK MOTIFES - ONE NEW	£40
CONTACT: MR. R.B.KNOWLES, STARLING HALL, HAGG LANE, EPPERSTONE, NOTTINGHAM, NG14 6AX	

FOR SALE

1953 MAYFLOWER - WITH ORIGINAL NUMBER PLATE
FOR RESTORATION OR SPARE PARTS £200 ono
CONTACT J E LAMBERT, 13 ANSWELL AVENUE,
HIGHER CRUMPSALL, MANCHESTER, M8 6GW
TELEPHONE 061 795 9693

JOB LOT OF 1951 MAYFLOWER PARTS £200 ono
(MUCH TOO MANY TO LIST AS AD CAME IN LATE - ED)
Contact: Mr D J Eagles,
24 Bollingale Avenue, Wombbridge, Oakengates,
TELFORD, TF2 6HX - OR Phone Editor 0737 772202

FRONT
SHOCK
ABSORBERS

Part No: 106151

£18.00 each

DIARY

CLASSIC CAR RESTORATION COURSE - ONE WEEK

LOUGHBOROUGH COLLEGE - LEICESTERSHIRE LE1 13BT
JULY 25th To JULY 31st £190 (£370 Residential)

Contact the Information Officer for details
on (0509) 215831

STANDARD MOTOR CLUB - 34th NATIONAL RALLY

July 3rd/4th 1993 to be held at
STANFORD HALL, LUTTERWORTH, LEICESTERSHIRE
Details: Phil Homer, 43 The Ridgeway, St. Albans

SOUTHERN COUNTIES HISTORIC VEHICLES TRUST
"GATWICK 93" and "LAND-ROVER 45"

July 3rd/4th 1993 to be held near Gatwick

Details: John Brinkhurst, 32 Knighton Road,
Otford, Sevenoaks, Kent TN14 5LF

WEST MIDLANDS BRANCH - STANDARD MOTOR CLUB
MORECAMBE MOTORING WEEKEND - 18/19 SEPTEMBER
18th is road run from Birmingham to Morecambe
returning on the 19th after visit to the Steam
Centre at Carnforth. Please join us.

Details: Alan Withey, 32 The Crescent,
Shirley, Solihull, West Midlands B90 2ES

TRIUMPH SPORTS SIX CLUB 16/17 JULY 1993

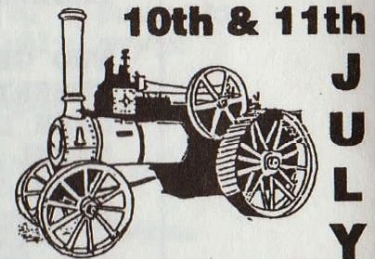
International Weekend at Stafford County
Showground, STAFFORD.

Details: Dave Beardsley, 10 Sworder Close,
Barton Hills, Luton, LU3 4BJ Tel 0582 493905

FREE!

Members
advertise your
unwanted items
at no charge.
Just write or
phone the
Editor

**DOWN'S
STEAM
RALLY**



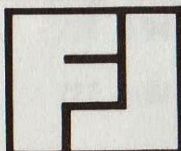
AT TORBERRY FARM
NEAR PETERSFIELD, HANTS
On the B2148 between Petersfield and
South Harting, on the Hants/Sussex border.



THE SECOND ANNUAL GATHERING -
A SHOW THAT PUTS THE
'VINTAGE' BACK INTO RALLIES

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for Quotation.**

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TRIUMPH RAZOREDGE OWNERS CLUB/TRIUMPH MAYFLOWER CLUB JOINT ANNUAL RALLY



Sunday 18th July 1993

HIGHCLERE CASTLE
Highclere, Newbury, Bucks

Come to the Annual Rally that is organised especially with you in mind, even more important if you are restoring a car (any spares you may need ring the appropriate spares secretary to bring them for

you). We are always pleased to see other makes of Classic Cars in our Visitors section, "so if you have one flaunt it".

SATURDAY 17TH JULY 1993

Dinner at Hotel close by, special rates for those wishing to stay, or just join us for dinner. Full details from Jennifer Langton. All must be pre-booked by 2nd July.

THE RALLY WILL COMMENCE AT 12 NOON

Our theme will be "Elegance" for those wishing to arrive suitably attired for the car and setting (it would be nice to see some period dress) so can we have a little effort please. Prizes will be awarded.

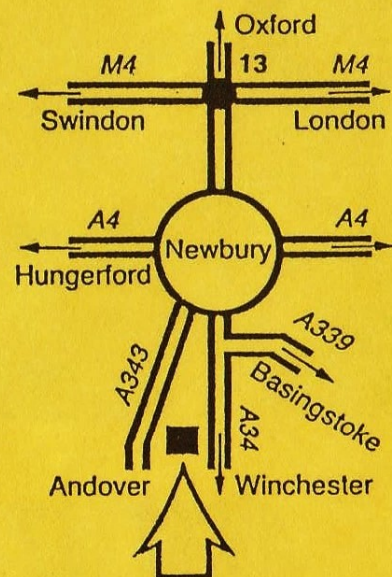
Concours

There will be a new prize this year for TD and TDA. The best two Razoredge cars, plus Visitors car, and a special prize for the cleanest engine compartment. This will be on a self judging basis. A Classic Car Trophy for the members travelling furthest to the rally in a Razoredge car.

HIGHCLERE CASTLE

Home of the Earl and Countess of Carnarvon, is the ultimate in high Victorian exuberance. It is the finest creation of Sir Charles Barry, builder of the Houses of Parliament, with an unrivalled run of richly decorated interiors. The castle was the original ancestral seat of the politician, the Fourth Earl of Carnarvon, who was one of the great hosts of Queen Victoria's reign. The interiors range in style from Church Gothic through Moorish flamboyance and Rococo revival to the solid masculinity of the library. Exotic touches like Napoleon's desk and chair and the Fifth Earl's Egyptian finds, mix with an important collection of European old master paintings and a notable collection of family portraits. The warren of rooms below stairs present a fascinating picture of a servant's way of life in a home that is still very much in use by the present Earl and his family.

The parkland and extensive lawns were partly designed by Capability Brown. Sadly many of the famous Cedars of Lebanon were destroyed in the January gales of 1990. The walled garden, orangery and yew walks lead to the Secret Garden laid out with herbaceous beds and ornamental trees and shrubs. You can enjoy a traditional country tea in the Housekeeper's Room in the castle, purchase original items in the Castle Gift Shop and drive to the Castle Plant Centre a short distance away.



Highclere Castle

