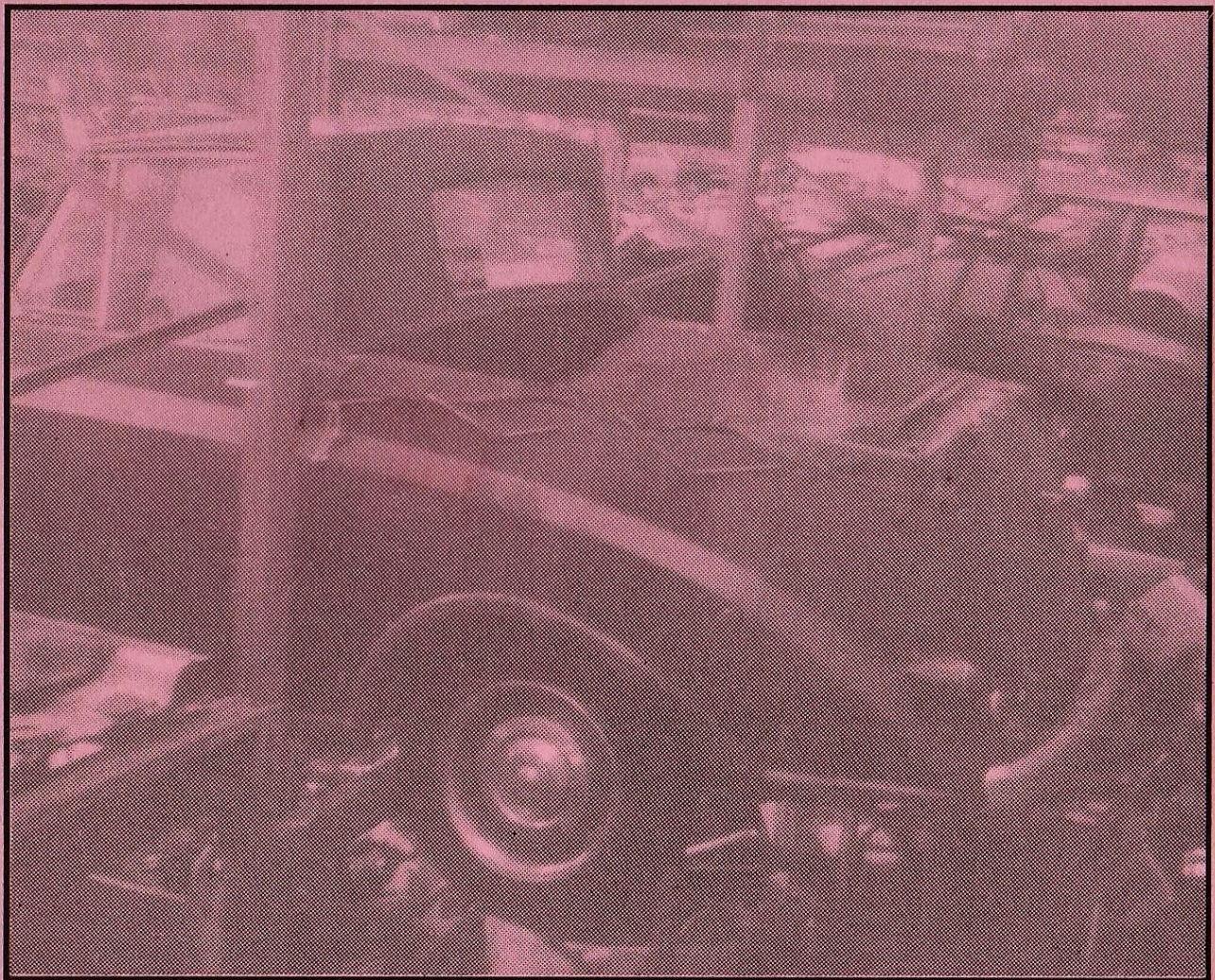


Triumph Mayflower Club



WINTER ISSUE 1993

MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1993-94

CHAIRMAN	Tony Booth 26 Wharton Road Headington Oxford OX3 8AH
VICE CHAIRMAN	Peter Benfield Low Beck, Cow Lane Middleton Tyas Richmond N. Yorks DL10 6RG
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall West Midlands WS1 2QG 0922 33042
TREASURER	Phil Benson (details below)
SPARES SECRETARY	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel: (0322) 221493 after 7.30 pm
SECONDHAND SPARES SECRETARY	Jim Smethurst 18 Beech Grove Ashton, Preston PR2 1DX Tel: (0772) 726519
MAGAZINE EDITOR & ARCHIVIST	Phil Benson 4 Dunlin Close Redhill, Surrey RH1 5HJ Tel: (0737) 772202
RALLY SECRETARY	Martin Bishop 66 Keeley Lane Wooton, Beds MK43 9HS
ORDINARY MEMBER No 1	John Oglesby
ORDINARY MEMBER No 2	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 Photo:

The 'Ute' found in Australia. It can be yours for less than £6,000!

— See Adverts

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Our craftsmen handbuild your exhaust system from 18 gauge Type 304 (the best) stainless steel inside and out. As original or incorporating your own requirements. We can fit the system in our own factory near Junction 26 off the M1 Motorway. Stainless steel brackets are also available.

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EDITORIAL**Keep it coming in**

THIS EDITION of the magazine, like the last, reflects the growing input from you, the members. This is helping to make this truly a 'club' magazine. Once again I have had to cut and precis in order to fit everything in. Hopefully without too much loss of flavour.

Please continue to send in your contributions, be they letters, articles, photographs, or adverts. The magazine is all the better for them. I feel we have set a standard. Now let's keep it up!

Unfortunately the down side of more content for the magazine is an increase in production and postage costs. The last edition cost £380 to print and post (about £2 per copy), although this would have cost more in the old A4 format it does take a goodly chunk of the subscription, which is, I think, good value. If you wish to disagree you can write to me or come and debate the subject at the next AGM which will be held next March. See the calling notice elsewhere in this edition.

I have to wear two hats at present. The spending hat — as Editor I want to put lots in. The saving hat — as Treasurer I must keep costs down.

Hopefully I will be able to give away the Treasurer's hat at the AGM. Any nominations should be sent to the Membership Secretary — John Oaker.

I will be attending several rallies in the Surrey/Sussex area next year. I will give more details later. Why don't you send me details of your plans for next year, saying which rallies you hope to go to. I'll try to print as many details as possible so that some of us get the chance to meet each other during the summer season.

Enclosed with this magazine is a cross-reference index produced by Forbes Alexander during the last few months whilst he has been off work ill. It makes very interesting reading. Back numbers of all the magazines are now available from the Editor — price £1.50 per copy to cover copying and postage. It's down to luck how many pages are in each edition, some were a bit thin. Turn-round will be as quick as I can do them, depending upon demand.

Phil Hall has asked me to send thanks to all those members who wrote to him or sent him post cards etc during the last twelve months. Phil gets out very little these days, and so is always pleased to see the postman turn up with news from the club.

To close, I would like to wish everyone Merry Christmas and a very Happy New Year. See you at the AGM, 27th March 1994, in Walsall, West Midlands.

Mike Webber

IT IS with regret and sadness that I have to inform you that Mike Webber passed away at his home in Exmouth early in November. A very genuine and gentle person, Mike will be sorely missed by all who knew him. He was indeed, first and last, a great friend of the Triumph Mayflower Club. On behalf of the Club I send our condolences to Edith and his family.

I last saw Mike in July when my wife Celia and I called in to see him and Edith, on our way home from a holiday in Cornwall. We went to collect the Club Accounts. He was sad to be giving up the post of Treasurer, but had got everything spick and span ready to hand over. We had a pleasant day with them both and Edith cooked us a wonderful lunch.

Mike had been having some discussions with the Club, regarding donating his Flower to it, for restoration or even as a spares donor car, as it was partly stripped down already. He knew then that he would never have the health to complete a restoration himself.

At the time the Club did not have storage for the car, and as Mike was also in negotiations with a local car museum, no decisions had been taken.

After Mike died, Edith contacted me and stated that she wanted to give his car to the Club, but wanted it moved quickly so that she could use the garage during the winter.

I managed to find a sympathetic barn owner, near my home in Surrey, prepared to let me store the car for a while. I therefore hired a trailer and persuaded a friend to tow the car back to Surrey. It was quite an adventure, with snow, fog and mist, but the car arrived back safely and is now in the barn. We covered 420 miles, using the M23, M25, M3, M4, M5, and even a few non-motorway roads, between 06.30 and 19.30 that day.

The car is grey, seems to be quite solid, even sills and front wheel arches being firm. Engine, gearbox and propshaft have been removed, as have all the trim, seats, instruments etc. The car is on its own wheels and tyres, which are inflated, but there are no brakes working.

It is thought to be complete and will be sold to raise funds for the club. Preferably for restoration, but failing that for parts. again preferably as one lot. I think the car should be worth an offer in the region of £300.

Restoration of the car would be the best tribute to Mike that the Club can provide. I appeal to you all, think about taking this one on. Anyone interested please contact Phil Benson on 0737 772202.

Welcome to new members

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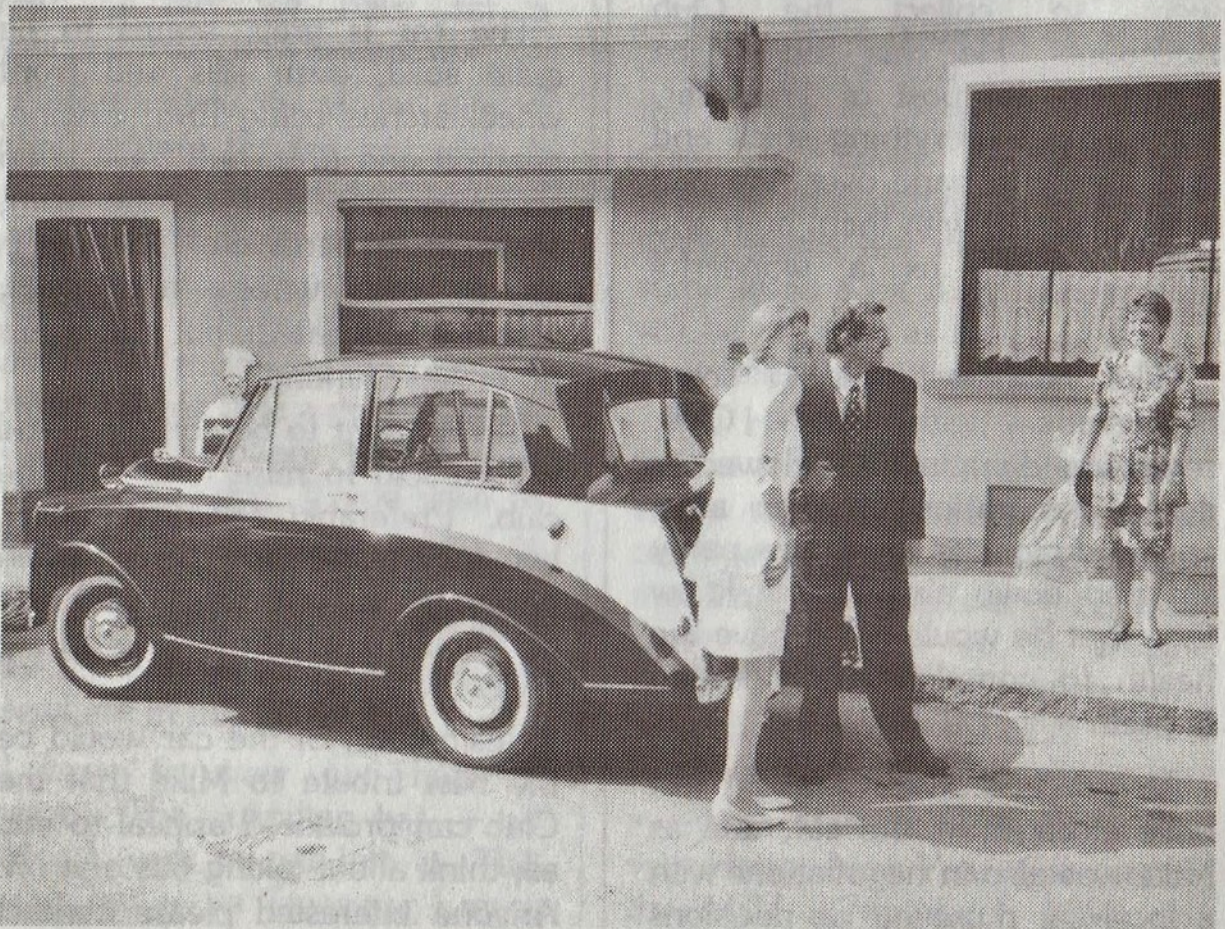
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Full car and address details will be included when the full membership list is next printed.



Heidemarie Karner from Eichgraben, Austria, on her wedding day

A Chain of Events

by Phil Benson, Editor

THIS ARTICLE starts late in September when Phil Benson returned from holiday to find several messages on his answerphone.

One was from Howard Pryor who rang to tell Phil that he should use Bedford Midi van shock absorbers to replace the rear shock absorbers on the Mayflower, as he was unlikely to find the appropriate Mayflower part. Phil rang back to find out if he needed the Bedford front or rear shock absorbers, and to see if Howard knew the part number or the likely cost. During the conversation Howard told Phil that he had engine troubles, and was looking for another block or a complete engine to replace his own while he rebuilt it. Phil told him he didn't know of one.

The next call was from Forbes Alexander, ringing to tell Phil the Midi Van part number which he had found in an old Flower Power magazine whilst he was doing a cross-reference list. [The cost is about £75 per pair — Ed.]

The next call was from Ken Johnson, asking Phil to ring him as he was trying to locate a second-hand steering box assembly. Phil rang back that same evening but got no reply.

When Phil rang Ken back a few days later, Ken told him that he had already located the part by an amazing stroke of luck. Ken and his wife had been to a farm to look at an old black oven advertised in their local paper. When they got to the farm to see the oven Ken was amazed to see an old Mayflower stuck in the corner of the yard. It was covered over, but Ken knew what it was. They bought the oven and the Mayflower. The oven was expensive but the Mayflower was only £20. Phil asked Ken if the car had an engine, and he said it had, but he didn't want it. Phil then rang Howard and told him about Ken's find.

Deal struck

Ten minutes later, Howard rang Ken and discovered that Ken hadn't yet brought the car home. They then struck a deal. Howard would go up the next weekend with his 4WD Toyota and a car trailer. They would retrieve the car together. Ken would strip off any parts he wanted and Howard would tow home whatever was left, including the engine. This all worked out precisely as planned.

Later that same week Howard rang Phil to ask if he wanted any parts from the car as he was stripping it down prior to scrapping the bodywork which was very badly corroded and unusable. Phil said he was looking for a rear quarterlight window,

with a locking handle as his was missing. Howard said he would have a look to see if he could find it as he had stripped most of the car down by then.

Coffee time

About ten days later, Sunday 7th November to be precise, Phil had just returned home from the A23, the London to Brighton road, which is about 300 metres away, I had been watching the 'Old crocks' vintage car rally until about 10.30 am, by which time most of the old cars had gone by. My wife had just made coffee when the door-bell rang. I opened the door to find Howard and his family. They were following the vintage cars from Hyde Park in London to Brighton, and had stopped off on the way to drop in the quarter-light window. After a brief

stop for coffee they continued with their day out.

Thanks to Ken Johnson, Member 699, who took some excellent photos during the recovery of the vehicle, and took the trouble to write giving most of the above detail.

Thanks again to Howard for phoning and calling by with the quarterlight.

Thanks to Classic Factor of 5 Paget Place, Penarth CF6 1DP (0222) 706306 who supplied me with proper Mayflower rear shock absorbers for £40 + delivery.

Thanks to Celia for making the coffee.

I hope this evidence of the way Club members can help each other inspires more members to both shout help, and in turn be prepared to give help.— *Ed.*



Fuel worries classic car owners

AS MODERN cars grow increasingly similar in looks and ability, many drivers are turning to motoring's past to find the car of their dreams.

It is estimated that some 250,000 vehicles on the road in the UK today are 'classics' — from Ferraris to Morris Minors.

But no matter how exotic or humble the vehicle, their owners all share one day-to-day concern. Is modern fuel suitable for my old car?

Owners worry, for example, whether using a fuel — like Shell's — with detergent will make their engines just too clean! They believe that their old MG or E-Type was designed to cope with a certain carbon tolerance and that removing it will upset the balance.

Others are concerned about the future availability of four-star leaded petrol, but don't know whether they can convert to run on unleaded.

To help, Shell UK Ltd has become the first oil company to publicly address the issues surrounding the use of modern fuel in classic cars.

Said Dr Cathryn Hickey, Technical Fuels Manager at Shell

UK Ltd: "The good news for classic car owners is that today's quality fuels, which contain detergent to reduce carbon build-up in the inlet system, are just as good for older cars as they are for new ones. If carbon was a good thing, we'd never have had the de-coke! Using a fuel with detergent, be it four star leaded or unleaded, will act to maintain throttle response and control emissions and fuel consumption".

The issue of which classics can run on unleaded is more complex.

Cathryn continued: "The majority of classic cars — MGBs, Jaguar E-Types and Morris Minors, for example — can be converted. Indeed, some cars like the MGB V8 can, in normal driving, run on unleaded with no conversion at all. However, in some cases conversion is either very expensive or, indeed, impossible. Our advice is to always check with the manufacturer or an expert in the care of your particular make before you attempt the switch".

The Editor of *Classic and Sportscar* magazine Mick Walsh said: "Modern cars are so efficient today they have become bland and often lacking character. Also, the latest performance machines are so fast it's impossible to appreciate their true potential without putting other road users and the driver's licence at risk. Classic cars, however can offer a rewarding alternative".

"An extensive range of industries has developed to support this nostalgic motoring scene but now many enthusiasts feel threatened about the future of suitable fuels to keep their prized machines on the road. Shell's advice on this subject is both timely and helpful".

[The above is a Press release from Shell UK Ltd — released June 28 1993, which accompanied the Shell booklet described in our adverts section. The booklet contains many Questions and Answers, one of which I print below as being very relevant to Mayflower owners, since these cars have quite a reputation for vapourising fuel in hot weather, and in traffic queues.

Q — My classic car suffers from serious fuel vapourisation. Has this anything to do with modern fuel?'

A — A great many classics have inefficient fuel systems with over-working pumps and badly routed fuel lines. The Rover P5B, Sunbeam Tiger, Austin Healey and many of the

classic American V8s often suffer from excessive under-body heat.

Often vapourisation occurs when the fuel lines run very close to the engine and the subsequent vapour bubbles cause interruptions in the fuel supply. Rerouting the fuel lines may help.

Another contributory factor may have been that during the 1970s and 1980s petrol's volatility — the rate at which it changes from a liquid to a vapour when mixed with air in the carburettor — had increased.

Over the past few years however, petrol volatility has decreased again and so has become a less likely cause of vapourisation.

The subjects of unleaded fuel and of vapourisation have 'fuelled' many a long and interesting conversation. Opinions are numerous even within a small club such as ours. I suspect the debate will smoulder on a while — Ed.]

FOR SALE
1952
TRIUMPH MAYFLOWER
Completely rebuilt
Tax and MoT until May 1994
Complete with some spares
£2,500
E. Burgess, Cambridge
Tel: (0223) 891546

THE SHELL FUEL GUIDE
FOR CLASSIC CARS
The Club has received a preview copy of this booklet. It contains much information about modern fuels, detergents etc. If anyone wants a copy write to the distributors at the address below enclosing an A5 stamped addressed envelope:
Paragon Communications
Film House, 142 Wardour St
London W1V 3AU

LETTERS

Any brochures

Dear Sir,

May I introduce myself. I am a twenty-eight year old Australian. I have a hobby of collecting car brochures, with a particular passion for *TRIUMPH*, and to a lesser extent, the other related marques that eventually forged together to become BL and its successor Rover Cars.

Since 1978 I have collected close on every new car brochure that related to the local Australian market. Additionally, whenever my family and I travelled overseas, I would collect the local range of brochures. Unfortunately since 1985 I have not travelled outside Australia.

I estimate my collection stands at about 3,000 individual brochures,

from Albany and Alfa to Vector and Vauxhall. My two page Triumph Mayflower brochure from 1951 is my oldest example of a car brochure. It is however from the mid-1970s that my collection grows in strength.

My request is simple. I want to try to swap or buy car sales brochures, preferably *TRIUMPH* but I am very open minded about all makes and models.

Is it possible there are brochure collectors in the Triumph Mayflower Club who could help me? Perhaps your members know of other collectors to put me in touch with.

I would be very grateful if anyone is able to help.

Antony Waltho
GPO Box E264
St James, Sydney
NSW 2000, Australia

S P TYRES LTD

have added a high performance tyre to their range — the Roadspeed RS5
The size is 590 x 15 and is a tubeless crossply construction. Price £91

Contact the suppliers:

Vintage Tyre Suppliers Ltd
The National Motor Museum, Beaulieu, Hampshire SO42 7ZN

FOUND — DOWN-UNDER — MAYFLOWER 'UTE'

A gentleman from Chelmsford has contacted John Oaker, advising him that he has located a right-hand drive Triumph Mayflower Utility Truck in Australia (see cover photograph). It is virtually rust free, is in use every day and could be imported. The price is thought to be around £3,500 plus the cost of shipping and any duty/taxes on entry to the UK, probably £5,500 to £6,000 in total. The Utility Truck may be featured soon in *Classic Car Weekly*.

If anyone is interested contact:

Ray Malling, 138 Chelmer Road, Chelmsford, Essex - Tel: (0245) 346190

LETTERS

Land of the Picts

Dear Editor,

Upon a bright and sunny Saturday in early September (one of the very few we have had this summer) I, as chief of the Moray Mafia espied the invasion of this Mayflower to the land of the Picts.

I had passed the said Mayflower steadily heading north up the A9 past the Cairngorm mountains, perhaps not quite at the 100+ mph that some of the regular users do and who end up before the local courts.

On my return north on the Saturday I had just time to have a quick walk through the High Street of Forres, through the crowds enjoying an afternoon of nostalgia with cars, buses, lorries, military vehicles of a bygone era.



It was in the High Street of Forres, renowned for its beautiful parks and floral displays, and the town was again playing host to a theme day based on the year 1953.

The Triumph was attracting a fair amount of attention with remarks like — “Fit kin o’ caur is that, Willie?” “Ye ken fine — a Triumph Mayflower - my auld farther had yin and I learnt tae

drive oan it - guid we caurs they were!"

I am not sure if Alan Kormes is heavily disguised as Prince Philip with HRH in the car and Prince Charles in the kilt, or was he just an out of work Swiss Admiral — I leave it to the reader to ponder!

It was nice to see this fine example and I did envy his fine upholstery which made mine look rather tatty, although still serviceable, bearing the scars of 40 years of bums on seats.

I had previously read Alan's article of his journey last year (Winter 1992) and I do hope he enjoyed this year's return to the Land of the Picts and that he got safely home.

If you are back next year Alan maybe I will have more time and our respective Mayflowers may meet up.

Iain ??? 570 ???

No bumpers

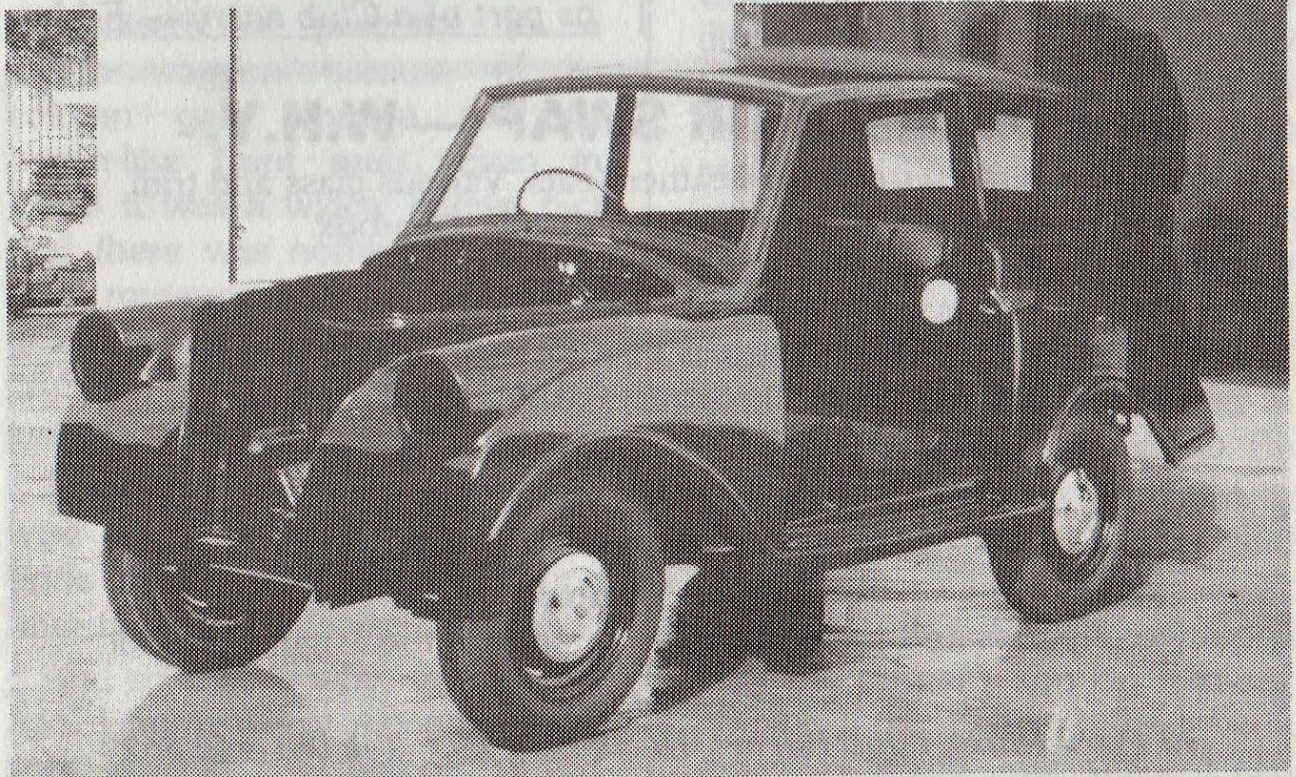
Dear Phil,

I was wondering if you would help me to locate front and rear bumpers, with over-riders, for my Mayflower.

It has taken me 12 months to bring my Mayflower back from the grave. The metalwork required was very extensive as can be seen from the enclosed photograph. I also enclose a recent photo showing the car resprayed and ready for fitting out.

Peter Dale (713)

[If anyone can help, please contact Peter directly by writing to him at: 28a Lansowne Ave, Codsall, Wolverhampton WV8 2EN — Ed.]



LETTERS

4th Midsummer Motoring Legends

Dear Editor,

I am writing to invite your Club to take part in the 4th "Midsummer Motoring Legends" — taking place at the Whitbread Hop Farm on Sunday 19th June 1994. This event has become very popular, and it is guaranteed to be an even greater success this year.

This gathering promises to attract many varied motoring displays which will include Best Turned Out, Concours and prizes will be awarded to the best judged motoring exhibits on the day.

We will have Concours Class Exhibits; Racing Car Treasure Hunt; Champagne and Strawberry Teas; Whitbread Hop Farm Hot Air Balloon; Whitbread Hop Farm Country Pursuits; Prize Presentations; and much, much more.

All top Classic, Veteran and Vintage car clubs have been contacted and we expect that there will be many varied exhibits assembled in the beautiful surroundings of the Whitbread Hop Farm.

Mandy O'Nion
pp. Jill Todd, General Manager

[If I get sufficient response from other members I will put in an application for a Club stand. Otherwise I shall apply personally on December 18th so ring or write to me by then if you are interested in attending as part of a Club entry — Ed.]

FOR SALE OR SWAP — W.H.Y.

Immaculate set of Grey Leather Seats. Various glass and trim
Back Axle and Spare Wheels. Gearbox

WANTED

The little valve that goes into the vent pipe assembly
Part No. 101754 in the Spares Catalogue Ref. 61 Page 14

Or can anyone give me the dimensions of one and I will make one.
I have two engines but neither has a valve. Without it the engine runs
weak and gives countless problems

Also Wanted

Descriptions and preferably photographs of the original tool kit

Howard Pryor

12 Park Road, High Barnet, Herts EN5 5SQ Tel: 081-440 8623

LETTERS

The restoration of CSN 107

WHEN I reached the age of seventeen, my father and I went in search of my first car. We finally found it sitting all forlorn in the backyard of a garage in Abingdon-on-Thames in what was at the time the County of Berkshire. The vehicle in question was a 1953 Triumph Mayflower, registration number HMO 293, the original colour of which had been grey but which had weathered during the ten years of its obviously hard life to a kind of dull silver colour.

Nevertheless, I immediately recognised its potential as a passion-waggon because of its column gear change and its bench-like front seats. Even in 1963 it was a widely known fact that there was nothing likelier to turn romance into farce than a gear lever up one's trouser leg at a crucial moment. I suppose that it's just the same today.

Anyway I must have made a wise decision because my future bride and I spent many a happy hour in that Mayflower.

And so that is why, three years ago, I immediately recognised the sorry-looking, half-dismantled

vehicle squatting disconsolately in a barn on a farm in Exmoor. On closer inspection I found it to be in surprisingly good condition. I had always had a soft spot for my Mayflower, although I soon came to realise that it did not exactly represent a milestone in automotive history.

Proud owner

The inevitable happened; the farmer's son whose car it was, wanted to raise some money to go to Australia and I had recently come into small legacy, and so, for the second time in my life, I became the proud owner of a Triumph Mayflower.

I bribed my local garage, Tunerite - Oxford Transmissions of Wantage Road Station to transport CSN 107 all the way home from Somerset back to their workshop in Oxfordshire. There, I discovered that although it was 38 years old at the time it was in better condition than my first Mayflower had been at ten years old. It still sported its original black paintwork and beige upholstery and with it came its original log book, too. The log book showed that it had first been registered in July 1952 in Dunbartonshire. By 1954 it had made its way down to Cranborne Chase in Dorset and thence to Christchurch, near Bournemouth, where it remained until the farmer's son on Exmoor bought it in 1985. It had been driven regularly until about 1970

when it was stored away in a garage. It was not abandoned and forgotten, it was started up now and then and driven a few hundred yards up and down the road.

I elected Tunerite Transmissions as main contractors of the restoration project, much to their consternation since they had never done anything like it before. For the next three years I tried their patience sorely by pestering them every Saturday morning and enquiring what progress had been made. Initially they cured a bad oil leak and an abnormal stiffness in the steering box before handing the vehicle over to the car body repairers who very conveniently had a workshop next door.

Bare metal

The latter then rubbed the whole body down to bare metal, revealing some slightly frayed mudguards, some holes in the seam between the back window and the boot, some more holes and badly pitted metal along the lower part of the door panels and also badly corroded door sills which needed replacing.

The bodywork was then repaired and resprayed in its original black colour. However, although the repair and respray were of the highest standard, it took a year, instead of the month promised, for the job to be completed.

This was my introduction to the way in which so many firms

seemed to conduct their business. Over the next three years my path was festrewn with many more delays, broken promises, unanswered correspondence and inaccurate forecasts of time and costs. It got to the point where I was compelled to add a rider to almost every letter I wrote saying that, firstly, I would consider it unprofessional conduct and the height of bad manners if I did not receive a reply to my letter and, secondly, that I would much prefer an honest answer concerning the cost of a job and the date by which the work in question would be completed.

It seemed to me to be a very strange attitude for supposedly reputable firms to adopt towards a potential customer who was almost falling over himself to thrust substantial sums of money into their hot little hands. Suffice it to say that all correspondence with the Triumph Mayflower Club — and there were sheaves and sheaves of it — was dealt with with gratifying and exemplary alacrity.

Whilst my Mayflower was slowly receiving a nice new coat of black paint, I commissioned Menzies Engineering of Landford, near Salisbury, to manufacture for me a

CLASSIC EXHAUST ENGINEERS LTD

Mild steel Exhausts at even better prices

Contact them at:

45 Pancras Road, London NW1

Telephone: 071-278 1848

new set of dashboard control knobs and to refurbish the steering wheel. Both were in a dreadful state. I scoured the country for replacements but to no avail. John Menzies came up trumps and did an outstanding job by producing in September 1991, at vast but well-deserved expense, a set of dashboard control knobs indistinguishable from the originals.

Steering wheel

Refurbishing the steering wheel, however was beyond the capabilities of even his merry band of craftsmen and so he assiduously sought and found another firm, D. H. Day of Wroughton, near Swindon, Wiltshire, who were willing to undertake the work. Like Mr Menzies, they produced a veritable work which was completed in April 1992.

Although I hasten to stress that I have received no pecuniary inducement whatsoever to do so, I feel at this point that I must say that I strongly recommend that you contact Menzies Engineering Services (Telephone 0794 390888) if you cannot obtain an essential item. As long as you can give them a pattern to work by, they will manufacture a replica for you. They are excellent chaps and fun to do business with.

Unfortunately, in mid-September 1992, my euphoria turned to profound annoyance when I

discovered that all the various bits and pieces which had been removed during respraying and reupholstering, not to mention a few essential parts and accessories which I had purchased from John Gogay, the Club Spares Secretary, had vanished from the face of the earth. Gritting my teeth, I replaced what I could from various sources, whilst my garage, the car body repairers and the upholsterers all carried out meticulous, yet abortive, searches of every nook and cranny of their respective premises.

By the beginning of 1993, things began to take a turn for the better; most of the missing items mysteriously reappeared and so my garage recommenced work with renewed vigour and eventually, in mid-June, my Triumph Mayflower emerged, taxed, insured, and MoT'd on to the public highway.

Final hurdle

Then came the final hurdle — confessing all to my dear wife! I must admit that I felt a trifle apprehensive when I invited her to come and admire my new car. My fears were unfounded for when I offered to take her up to White Horse Hill, a local beauty spot, for a quick snog in the back seat for old times' sake, all opposition melted away and CSN 107 was warmly welcomed into the family circle.

Christopher Naish (647)

LETTERS

Unleaded

Dear Phil,

Recently I was wondering whether I ought to invest in a stainless steel exhaust, on the basis that when the existing exhaust gives up it will do so at the most inconvenient time and that I ought, therefore, to have a replacement to hand.

Then it occurred to to wonder whether it wasn't an awful lot of money to committ to the existing engine when a future without leaded petrol might make that engine unusable.

Does anyone know — yet — whether the Mayflower engine can be converted to run on unleaded fuel? Or will we all have to fit Herald or Morris Minor engines one day just to keep our cars on the road?

Forbes Alexander (650)

WOULD YOU LIKE TO SEE YOUR CAR ON TV OR IN FILMS?

We hold a register of Classic Cars for just that purpose. If you are interested in being on the register (for which no charge is made) write or telephone:

Motorhouse Hire Limited (John Geary)

Spring Cottage, Weston Underwood, Olney, Bucks MK46 5LD Tel: (0234) 711300

REMANUFACTURED

VALVE GUIDES

Part No. 100862

Made from bronze

Price: £3.50 each

AVAILABLE FROM
MID-JANUARY 1994

From:

Spares Secretary
18 The Close
Wilmington
Dartford
Kent DA2 7ES

FOR SALE

TRIUMPH MAYFLOWER

Comet Blue with
Blue Leather interior

Reg. NXA 300. Commission
No: TT30161DL. Firrst
registered 25.4.1953. In need
of some work, car is complete
but has no MoT having been
garaged last four years.

Offers and details from:

Ivan Stevens
65 Stanley Road, Oldbury
Warley B68 0EH Tel: 021-422 8408

LETTERS

Apron sills

Dear Phil,
Please find enclosed Mr Collier's latest prices for Mayflower panels etc.

I have bought two inner sills and two outer sills. I am rather disappointed with the outer sills as

New sill superimposed over original

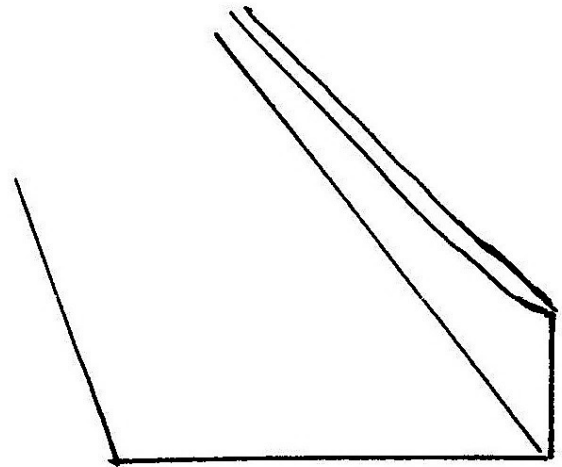


they are nowhere near the proper length to height ratio. The diagram below shows the difference.

As you can see the new sills fall short at the front end by 9" (arguably the worst rot pocket on the car!) but are 16" longer at the rear, which is no use at all. The 2.5" approx rear height rules out their use altogether. With respect to Mr Collier perhaps a genuine mistake has been made with the original measurements, as the other parts are near correct. Unfortunately I went to collect them personally on one of my visits to England and then took them some 450 miles altogether before I realised they did not fit.

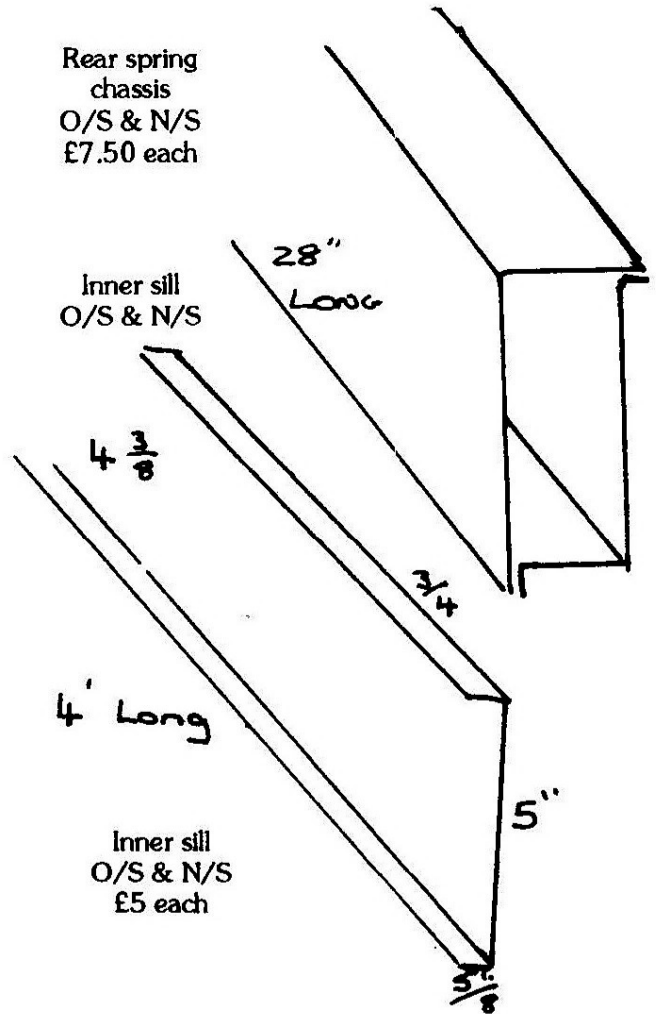
If anyone is interested here are some details of Mr Collier's products.

Contact: J.Collier, 4 Mortimer Road, Kempston, Bedford MK42 8RE Tel: (0234) 840958 (Eves only).



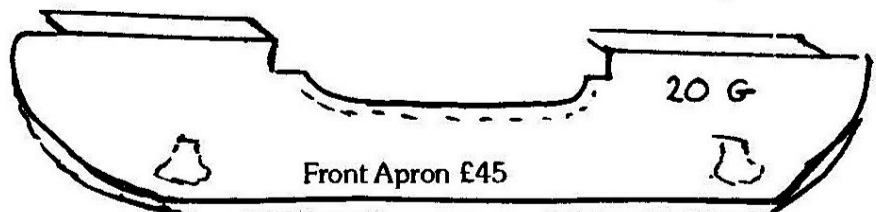
Part sill O/S & N/S £15 each

Rear spring chassis O/S & N/S £7.50 each



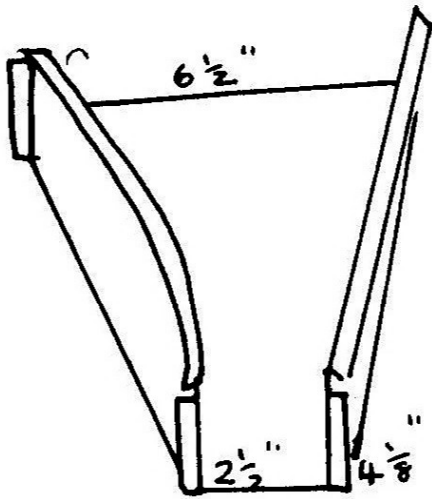
Inner sill O/S & N/S

Inner sill O/S & N/S £5 each

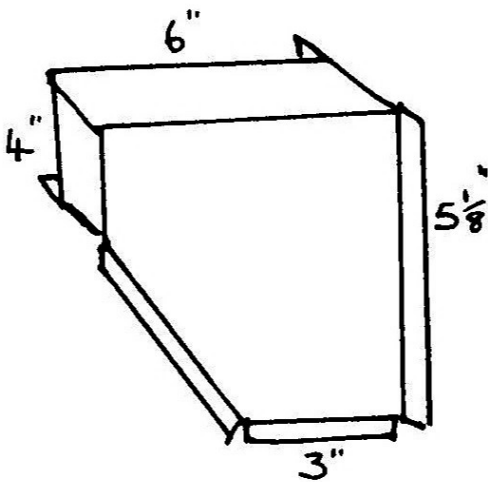


Front Apron £45

FLOWER POWER



Front member O/S & N/S £7.50 each



Rear cross member £7.50 each

It was sad to read Alan Korme's letter in the last magazine. The committee members of the Club are few indeed, but past and present, make up for that and for any human shortfalls by sheer dedication. I had the pleasure to attend three AGMs before I went 'across the water'. I saw first hand the dedicated few sorting out problems. I recall Mike and Edith Webber's patience and dedication when explaining the accounts to novices such as myself.

John 'O' and Terry Gordon organising all year round, behind the scenes. Mike Hurst transforming the magazine, and now Phil building upon this foundation. All in all the Club officials do a grand job. *THANKS!*

Still Sufferin'
Pete O'Sullivan Smith (517)

FOR SALE

£400 (NO OFFERS)

BLUE TRIUMPH MAYFLOWER

TT23914DL

Complete and with many spares

eg: 3 Gearboxes; 2 Propshafts; Clutch

Stored many years in barn. Waxed before storage so the body and chassis are really solid. Restoration started by the present owner but a recent injury now forces this sale. (We understand that the engine is out at present.)

Contact:

Mr Davis, 33 Battlefield Lane, Holbeach, Nr Spalding, Lincs PE12 7PQ

LETTERS

Coventry Cavalcade

Dear Phil,

As promised here is a photograph of my flower taken at the Ivy Cottage, on Sunday 1st August whilst I was part of the Coventry Cavalcade of Standard and Triumph vehicles, formed to celebrate 90 years of Standard Motoring.

When the cars assembled in the Memorial Park in Coventry before lunch, we soon realised that we were the only Triumph Mayflower taking part in the run, which obviously consisted mostly of Standards and a few examples of each type of Triumph.

The run included a visit to the Massey Ferguson and the Canley factories, where we all trooped

past the mosaic in the floor of the Ivy cottage which was Standards' offices after the First World War. We were encouraged to take photographs of the mosaic as the carpet had been especially removed for our visit.

We then proceeded in the cavalcade to the centre of Coventry City to be presented with a scroll by the Lord Mayor of Coventry. The cars then returned to the Memorial Park where we spent the rest of the afternoon talking to people who had either helped to build the cars, or who had owned one of the various Standard/Triumph cars. All in all the day was a very interesting and enjoyable event.

Paul Norton (462)

[Thanks Paul for the letter and photo, and once again representing the Club — Well done, Ed.]



Teck Tips

Steering idler box adjustment

SOME READERS may be unaware that there is a degree of adjustment available in the steering idler box if it is worn. Try removing the box assembly, unscrewing the arm pivot and cleaning the whole unit. Grease and reassemble, tightening the arm pivot up as far as it will go, compressing the rubber grease seal — then back off until free movement is obtained.

This may well cure the problem. If it doesn't then the unit will need to be re-bushed or replaced, but it's worth a try.

Part equivalents:

SPARK PLUGS

The equivalent for the Champion NA8 spark plug is the Bosch W8CC.

REAR SHOCK ABSORBERS

Are the same as on a Bedford Midi Van — Gabriel 83406 — approx £75 for the pair. Note: It is still possible to find Mayflower shockers — I gave £35 for a pair just last month - Ed.

Remanufactured

VALVE SPRINGS

Part No: 47757

*AVAILABLE
FROM MID-JANUARY
1994*

Price: £2.20 Each

From:

The Spares Secretary
18 The Close
Wilmington, Dartford
Kent DA2 7ES

CLASSIC CAR INSURANCE HOTLINE

Tel: 021-561 4196**Fax: 021-559 9203**

*Write, Phone or Fax
for Quotation*



Footman James
and Company Ltd
Waterfall Lane
Cradley Heath
W Midlands B64 6PU

Replacing those window strips

by Howard Pryor, 551

AT THE Annual Rally at Highclere Castle last July, interest was shown in the replacement window strips that I had fitted to my car. I promised there and then to try to make an instruction sheet showing how to do it, step by step. Unfortunately a serious family illness delayed me but now here are the results with the help of a friend, Mike Skinner, who did the sketching.

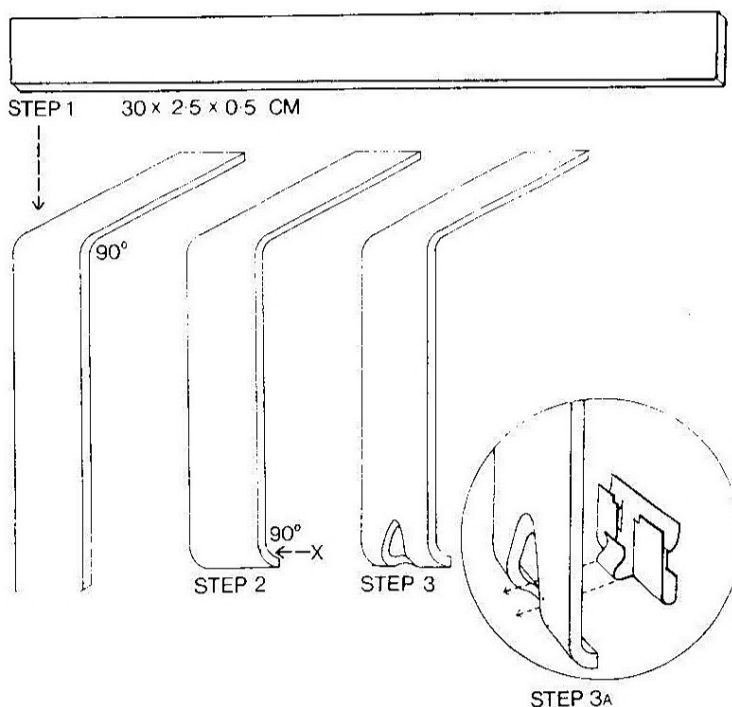
I hope the information can be followed fairly reasonably, but if not then readers may contact me, at reasonable hours, and I will be

glad to be of assistance. The tools can be simply made, or they can (in the New Year) be hired from John Gogay, the Spare Parts Secretary. He can also supply the Clips and the Weather Strip (in the New Year). [Prices are not available as we go to Press — Ed.]

I attend the Enfield and District Pageant each year, held in May. This year (1993) two other Triumph Mayflowers were listed as entrants, but must have dropped out or attended on the Saturday as I was there Sunday and Monday and did not see them. If anyone would like to make this a Club venue, or just to meet there, then please give me a ring or drop me a line.

The weekend date is the one for the May Bank Holiday.

Howard Pryor Tel. 081-440 8623



STEP 1:

Using a piece of metal approximately 30cm long 2.5cm wide and 0.5cm thick, bend in half to a 90° angle.

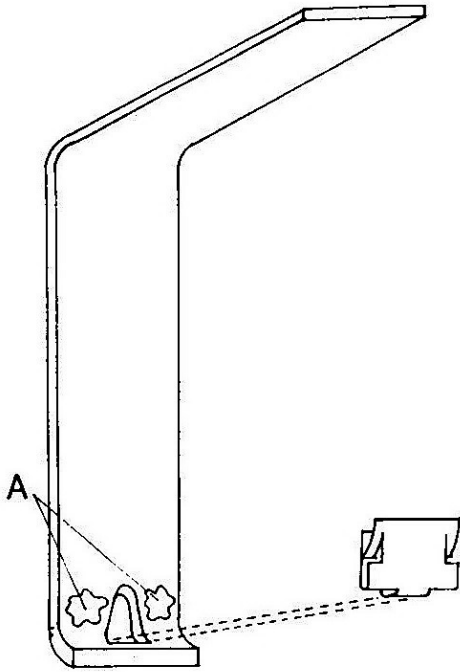
STEP 2:

Bend approximately 0.5cm of one end, through a 90° angle, making sure that the depth at point X is not more than the maximum depth of the spring clip.

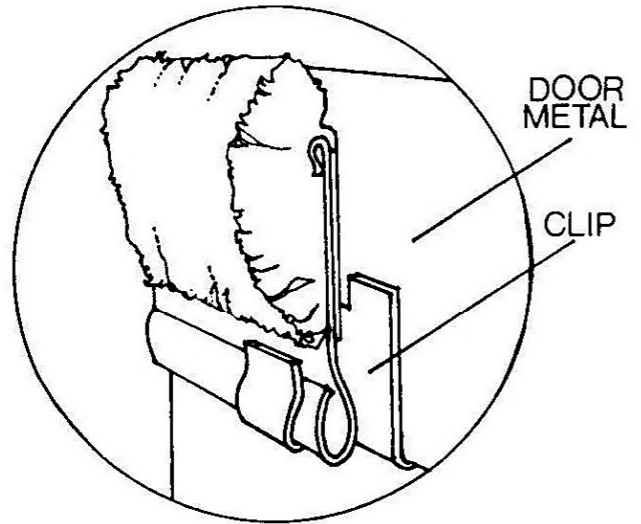
STEP 3:

Using a file or grinder, grind at an angle, an aperture to accept the spring which projects from the clip (Step 3a). Making sure that the spring has enough freedom of movement to be released during Step 8.

FLOWER POWER



STEP 4:
In order to hold clip in position on tool, apply contact adhesive to inside of bend (point A) and allow to dry. Apply clip to tool as shown, making sure that the spring fits into the aperture. Repeat adhesive procedure as necessary during Steps 6-9.

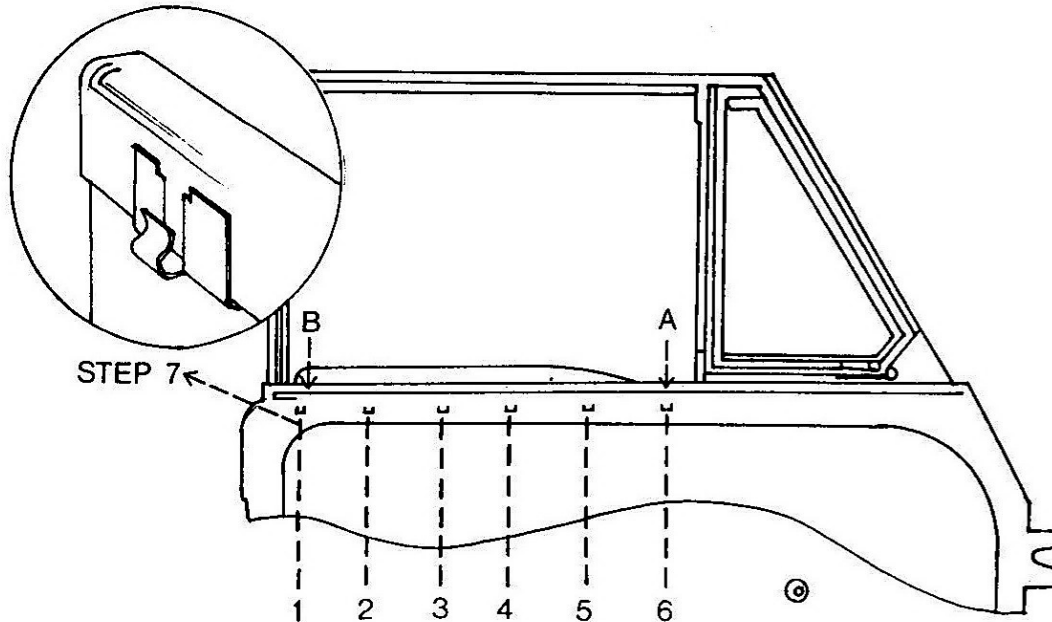


STEP 11

STEP 9:
Repeat Steps 6-8 both sides of glass in turn, fixing clips at points 2, 3, 4, 5, 6 in that order.
Note: Fixing clips out of sequence will not facilitate the removal of the tool.

STEP 10:
Cut weatherstrip 0.5cm shorter than required length. Warning — do not fit the weatherstrip until both sides of the glass have got all the clips fitted.

STEP 11:
Press home weatherstrip into spring clip.



STEP 5: Wind down window fully.

STEP 6: With a clip in position on the adhesive, insert the tool at the front end of the door (point A) between the glass and the door metal. Slide the tool carefully along the door to point B.

STEP 7: Locate clip to door metal and pull in upwards motion until the clip is fixed to the door metal (1).

STEP 8: With clip firmly in position, jiggle the tool away from the spring and carefully return it to point A, removing the tool as in entry (Step 6).

**WANTED
1 BARROW LOAD OF
ROCKING HORSE
DROPPINGS**

OR

**MAYFLOWER
RADIATOR GRILLE**

WHICHEVER IS THE EASIER

If you have a grille in sound structural condition, rechroming not objected to, please contact:

**Matt Consadine on
0203 503542**

Small mercy's graciously received

**WANTED
THERMOSTAT
HOUSING**

John Oaker uses his car daily to get to work. He is currently having a problem with the car running 'cold'. He thinks he is missing a thermostat but cannot get the old housing off to check for fear of damaging it and putting the car off the road. He would like a spare, before he attempts the rough stuff. Has anyone got the correct housing and thermostat for the Mayflower engine (housing 101623; gasket 100876; thermostat 101657)?

*If you can help please contact our
Club Secretary*

John Oaker on 0922 33042

STOP PRESS

1994

ANNUAL RALLY

**BROUGHTON CASTLE
NEAR BANBURY, OXON**

SUNDAY JULY 17

1940s/50s Picnic

Further details in the next issue of Flower Power

**NOTICE OF
ANNUAL GENERAL MEETING
SUNDAY 27th MARCH 1994**

2.00 to 4.30 pm

to be held at

**ALUMWELL JUNIOR SCHOOL
PRIMLEY AVE, WALSALL WS2 9UP**

**(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)**

AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
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, nominations for committee posts etc should be sent to the Chairman no later than 14th March 1994.

Election of Officers - the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for election/re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. [The Treasurer's position is currently held by Phil Benson on the basis that it will be taken on by someone else this year, so if you want a job — Come to the AGM

The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other business. This is an open forum session. The Chairman tries to get the rest of the meeting - elections etc. completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the Club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies etc.

If you come, try to bring details of your local events.

Full details of the venue will be sent to all members in a 'Renewal / Reminder' letter which will be posted out by the Membership Secretary in February.

WORD SEARCH

32 words to find, hidden in the square, spelt backwards as well as forwards, horizontally, vertically and diagonally!

- Triumph
- Flower Power
- Mayflower
- Razoredge
- Sir John Black
- Piston
- Piston
- Gearbox
- Engine
- Smoke
- Steam
- Exhaust
- Brakes
- Clutch
- Classic
- Rallies
- Bulb
- Ship
- Oil
- World
- Plug
- Battery
- Air Cleaner
- Distributor
- Crankshaft
- Rust
- Sump
- Spark
- Head Gasket
- Radiator
- Chrome
- Thermostat
- Chassis

M	E	C	I	Q	D	C	E	S	M	A	E	T	S	E	F	C	G	H	I	J	K	L	K
P	B	H	F	Z	N	E	L	C	I	P	B	P	X	C	C	M	O	E	G	D	X	C	M
H	T	B	O	L	M	P	K	A	E	O	A	E	D	B	Y	H	M	I	F	O	A	P	O
O	E	E	X	H	A	U	S	T	R	R	O	I	K	T	O	O	H	S	B	L	Z	A	S
E	O	C	A	B	N	O	L	R	K	L	E	S	V	Y	R	B	C	R	B	E	D	C	B
I	A	S	Y	L	A	E	A	Y	H	D	M	E	Y	H	I	D	A	N	C	C	W	O	A
T	Z	T	P	O	R	C	F	A	C	I	C	B	C	O	E	E	H	O	G	B	S	C	Q
E	R	D	Z	R	C	I	L	M	F	A	Z	G	H	X	G	O	F	A	S	O	I	L	S
I	B	I	T	C	B	S	O	E	L	M	S	D	L	S	J	F	D	K	E	Z	S	F	T
O	C	E	U	X	E	F	W	I	G	C	F	U	B	R	R	E	S	C	B	X	S	Q	B
K	A	B	S	M	O	K	E	A	L	I	K	C	I	P	F	Q	E	I	D	I	A	R	L
R	P	O	E	U	P	K	R	X	T	B	J	S	C	B	X	R	I	R	O	R	H	J	U
B	E	I	F	W	G	H	P	U	E	T	P	E	S	E	V	P	R	E	F	G	C	P	B
A	J	N	H	I	H	O	O	Q	R	E	M	I	Y	S	E	O	T	B	G	P	E	C	A
G	A	G	A	F	C	N	W	L	N	K	E	L	W	H	U	L	D	K	S	U	U	W	S
I	Z	B	C	E	Y	A	E	Z	L	S	A	L	P	G	D	M	B	D	R	A	L	X	B
T	T	R	B	A	L	R	R	P	M	A	O	A	O	C	O	E	P	I	O	O	P	P	S
H	Y	C	H	C	E	C	B	J	H	G	P	R	R	D	G	Z	E	C	I	Z	I	C	T
B	R	D	B	G	H	O	R	E	P	D	X	E	Y	R	J	D	T	D	R	I	V	M	C
O	I	E	C	M	A	D	S	I	L	A	I	U	T	E	F	N	V	G	O	E	R	U	O
F	H	A	W	O	R	L	D	T	A	E	D	M	Z	I	H	O	D	W	T	L	O	T	T
I	P	I	L	O	I	W	C	H	D	H	G	I	E	V	G	T	Y	I	U	N	P	N	S
L	E	Z	D	J	L	B	G	R	E	I	B	R	A	K	E	S	X	H	B	J	S	C	U
T	C	D	B	P	M	F	D	E	X	R	I	T	I	C	A	I	E	G	I	E	L	B	R
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O	I	C	I	H	R	P	E	A	T	T	H	E	R	M	O	S	T	A	T	U	H	X	K
T	J	Z	G	S	T	Z	G	B	M	R	X	B	C	I	Y	A	D	C	S	V	M	R	A
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R	M	H	E	I	K	X	O	N	E	A	H	O	S	D	C	S	R	R	V	C	P	C	J
C	E	A	B	X	G	N	T	D	B	G	E	B	U	O	I	O	V	E	D	X	E	T	E
A	D	E	Y	A	B	N	A	B	I	P	X	R	I	V	Z	K	F	M	R	F	C	U	S
X	H	O	H	E	A	D	E	R	H	E	H	A	R	A	H	N	B	X	E	R	B	L	D
E	R	L	O	R	D	P	A	E	C	H	A	P	R	J	I	C	I	S	S	A	L	C	A

