

Triumph Mayflower Club



SPRING ISSUE 1996 (No. 79)


MEMBERSHIP WORLDWIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1995-96

 CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock OX20 1UR Tel: (01993) 811642
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 Tel: (01922) 33042
SPARES SECRETARY	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel/Fax: (01322) 221493
SECONDHAND	Jim Smethurst 18 Beech Grove Ashton, Preston PR2 1DX Tel: (01772) 726519
MAGAZINE EDITOR/ TREASURER	Phil Benson 4 Dunlin Close Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Martin Bishop 66 Keeley Lane Wooton, Beds MK43 9HS
ORDINARY MEMBER No. 1	John Oglesby
ORDINARY MEMBER No. 2	Forbes Alexander
ORDINARY MEMBER No. 3	Howard Pryor Tel: 0181-440 8623
ORDINARY MEMBER No. 4	Paul Norton

*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*

CONTENTS

EDITORIAL Pages 2-3

LETTERS Pages 5, 7-9

CLASSIC CARS AND MODERN FUELS Page 12-19
An article on modern fuels. Are they compatible with classic cars

FORTHCOMING EVENTS FOR 1996 Page 20

LE PETIT MONSTRE Page 20

The information contained within Flower Power 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.



TRIUMPH MAYFLOWER CLUB SHIRTS SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

Available in Small, Medium, Large, Extra Large, and Extra Extra Large

Colours available:

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15

Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE SPARES SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

EDITORIAL

New arrival

THE EDITORIAL team has been strengthened by the addition of a Junior reporter. Andrew Peter Benson appeared on 22nd December 1995 at 14:37 weighing in at 3lbs 1oz.

By arriving 7 weeks early, Andrew has disrupted the Flower Power production schedule somewhat. This edition is being rushed off to the printer before he manages to escape from the Neo-natal unit of the local hospital and I start losing sleep helping Celia to look after him.

May I take this opportunity to thank all those in the Club who heard of our new arrival and sent cards and letters of congratulation etc.

It was certainly great news that the UK Road Tax has been zero rated on vehicles 25 years old and above. Now we must remain vigilant to ensure this hand-out from the Government is not followed by restrictions on usage as we no longer pay for it. Hopefully it is the first step to pay as you go to travel by levying all our motoring taxation in the form of fuel tax and road tolls. Personally speaking, I don't object to a "More you use, More you pay" policy.

Our next club event is the Annual General Meeting on Sunday 24th March 1996 (see the

advert on page 6 for further details).

This is a good opportunity to come along and meet some of the active members of the club. We will try to get through the formal part of the meeting quite quickly and then get down to discussing cars, car shows we might attend in 1996, the Annual Rally and a host of other things.

If you like to put faces to names then do turn up, I can guarantee a warm welcome. I hope to pass on the Treasurer's job this year in order to concentrate on the magazine (and Andrew). This should save me about four evenings work a year — every little helps. Is anyone interested in taking this on?. [The accounts are currently held on my PC on Microsoft Excel. However it is easy to go back to a manual pen and ink system if you prefer to be more traditional.]

Enfield Pageant

The next club event scheduled is an informal gathering of members at the Enfield Pageant of Motoring. This is a three day Classic Car Show, but we normally all just turn up on the Bank Holiday Monday — 27th May 1996, and have an informal Picnic/Bar-B-Que and enjoy the show, the fun fair and, of course, the autojumble. Anyone interested in turning up with a Mayflower should apply to the organisers for an application form. Anyone else

can simply turn up and pay an entry fee on the day. Ring Enfield and District Veteran and Vehicle Trust/Museum on 0181-367 1898 for further details.

Annual rally

In July we have a significant event taking place. The Annual Rally which is usually held in conjunction with the Triumph Razoredge Owners Club is to be enlarged to incorporate a third club this year — the Triumph Roadster Club.

We shall be celebrating two anniversaries this year. Fifty years of Triumph Razoredge Cars (the Triumph 1800 was launched in 1946) and the 21st anniversary of the formation of TROC. An application form is enclosed with this edition.

Do make an effort to join us on Sunday 7th July 1996. I look forward to seeing you there.

Northern rally

On Sunday September 20th we once again hold a Northern Rally/Get Together. This is being kindly organised by Steve Coulman, member 785.

No details have yet been received, but as he lives in the Scunthorpe area there is a good chance of it being within say 35 miles from there. Further details will appear in the next magazine, but do keep this date free if you are likely to attend.

FOR SALE TRIUMPH MAYFLOWER

HOUSE MOVE FORCES RELUCTANT SALE

Dark green with tan interior, engine stripped and overhauled five years ago. Front seats fully resprung and reupholstered. Needs small amount of welding for MoT

£750

Contact:

Tony Booth on
01865 63204
26 WHARTON ROAD
HEADINGTON
OXFORD OX3 8AH

Greenwood's Exhibitions

CLASSIC MOTOR EVENTS 1996



THE LONDON CLASSIC MOTOR SHOW ALEXANDRA PALACE

Alexandra Palace Way, Wood Green, N22.

16/17 March 1996 - Booking Now - Ring For Full Details.

The magnificent Alexandra Palace, scene of the original classic car shows in the '70's is widely recognised as THE ideal setting for a major classic car show. In 1995 over 20,000 enthusiasts, traders and visitors flocked from all over the country to see some of the best classic vehicle displays ever at an indoor classic car show. There was something for everyone and the atmosphere throughout the weekend was electric. Enthusiasm bubbled and traders reported excellent results. Trade, Small Business, Autojumble; Dealer, Restoration & Club Stands etc ... etc...
BOOKING NOW - Ring or write to the address below for full colour brochure.

OUTDOOR CLASSIC CAR SHOWS

Greenwood's Exhibitions series of outdoor events in 1995 was the most popular ever. The smallest event had over 900 vehicles and 5,000 visitors (the one day event at Highclere), the largest at Knebworth at the end of the season, over 2,000 vehicles and 13,000 visitors. The emphasis at these events is enthusiasm and enjoyment with something for every member of the family. Trade & Autojumble sites from £15 at all these events.

1996 dates & venues confirmed at the time of going to press:

- May 5 & 6 Luton Hoo Classic Car Show, Luton, Beds.
- May 26 & 27 Penshurst Place Classics & Balloons, Penshurst Place, Tonbridge, Kent.
- (June 9 Madeira Drive, Brighton - see below)
- July 21 Highclere Castle Classic Car Show, Newbury, Berks.
- August 25 & 26 Breamore Classic Car Show, Breamore, Nr Fordingbridge, Hants.
- August 25 & 26 Knebworth '96 - The Classic Car Show, Knebworth Park, Stevenage, Herts.

Visit the grounds of beautiful stately homes around the South - entry with a Pre 1979 classic vehicle is FREE if passes are ordered in advance. (2 weeks notice required).

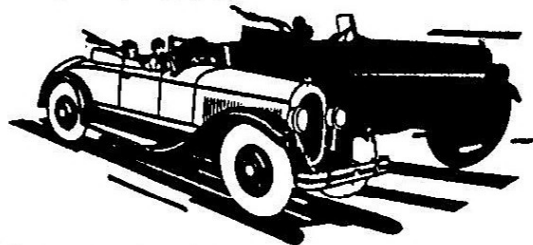
Hundreds of classics on display, autojumble, trade, craft/trade marquee (on some Bank Holiday Weekends), commentator, children's entertainment etc.... etc....

Including AUTOGLYM CONOURS

THE LONDON TO BRIGHTON CLASSIC CAR RUN - The Classic Car Run for All Pre 1979 Vehicles

9th June 1996

Over 520 vehicles took part in the 1995 event from the two start points: Norman Park, BROMLEY, Kent and Syon Park, BRENTFORD, Middx. The event was a huge success and culminated in a fantastic display of over 600 classics on Brighton's seafronted road - Madeira Drive. New routes and stopping points are being devised for 1996. (Autojumble & Trade Stands available at the finish). Ring (01296) 631181 or write to the address below to register your interest - full details will be forwarded direct to you.



**FOR FULL DETAILS ON ALL EVENTS PLEASE CONTACT • SALLY GREENWOOD,
GREENWOOD'S EXHIBITIONS, P.O. BOX 49, AYLESBURY, BUCKS, HP22 5FF.
TEL: 01296 631181 or 632040 • FAX: 01296 630394**

LETTERS**16 years later!**

Dear Sir,

For the last two years my Mayflower has been in the garage supported by six wooden props. I have spent many hours, as I suspect other members have, on my knees, back and belly working on such areas as suspension, chassis, floor pan and any other parts visible in this upside down world. You certainly get to know your Mayflowers this way, in lets call them 'hours of satisfaction'.

I have had KBE 715 for some 16 years and although I was in contact with the club in 1981 I'm sorry to say I've not had much contact since then. Nevertheless, I for one have seen that the Triumph Mayflower Club has grown stronger and with a larger membership and with support from the sterling work done by John Oaker and other elected club officials is doing an excellent job for members.

I cannot see myself ever letting go of my Mayflower, so back to the history.

In June 1986 a full rebuild of the engine block took place. Although I did the cylinder head clean-up myself, the rebuild was done for me by Walter S Bates of Mapperley

near Nottingham. The (cover) photograph shows my brother in law Tony, whilst I am kneeling in the engine compartment. The photo was taken by my wife Susan who popped up whilst we were posing with the exhaust pipe. That one has long since gone, replaced by a stainless steel one from P D Gough and Associates.

I am hopeful that this summer will see me and my wife, like past summers, spending time out and about. In particular I shall be enjoying that special satisfaction I get whenever I am driving my Mayflower.

*Paul Carnill, Member 744
Hucknall, Nottinghamshire*

Transplants?

Dear Phil,

As usual the magazine was excellent and I was particularly interested in the article by Peter Panagotacos and his conversion to electric power.

My Mayflower has been in our garage now for the past three years awaiting that moment when I will have time to begin restoring it. In the meantime I run around London in a Morris Minor 1000 which has been our family transport for the past 20 years.

There is always some work to do on it and at the moment the list is long and it will just have to make do.

MILD STEEL EXHAUST SYSTEM

Front Pipe Assembly
Part No. 300505 Price £22.50

Tail Pipe
Part No. 300162 Price £20.70

Silencer Box
Part No. 300355 Price £24.70

Available from
Spares Secretary

TRIUMPH MAYFLOWER

LOOSE-LEAF WORKSHOP MANUAL

TMC154 - PRICE £17.00

Available from Spares Secretary

NOTICE OF

ANNUAL GENERAL MEETING

SUNDAY 24th MARCH 1996

2.00 to 4.30 pm to be held at

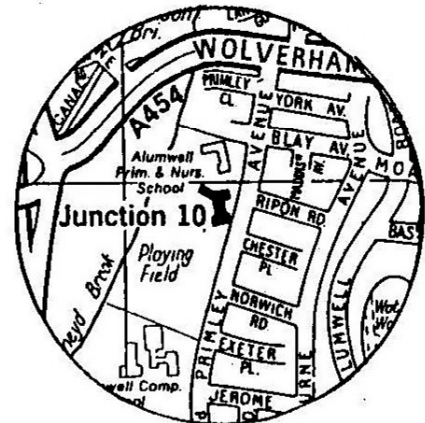
ALUMWELL JUNIOR SCHOOL

PRIMLEY AVENUE, 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 11th March 1996.

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. 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 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.

I don't want to say too much about the merits of Minors, but one reason for its longevity must be the A series engine and its ability to allow the car to compete on equal terms, at least in London traffic!

In my view the Mayflower is better built and is still my "dream car", but having read *Flower Power* since I joined the club, I can't help worrying about the engine. Will it really be up to the kind of everyday use the Minor gets? I do know that it won't have the performance, but removing the cylinder head every few months is something I simply won't have time for!

Leaving aside the electric conversion and steam, are there any other engines which members have fitted (A series 1098, 1275, 1300, TR2, Herald 1350, Ford V4, ???) and are there any case histories on how the conversion went? Also, what about the disc

brakes from the TR range? I have the feeling that this club of ours is for all those with an enthusiasm for Mayflowers and that there is genuinely room for everyone whether restoring for concours and occasional use or restoring for everyday use.

I write this letter in that spirit.

With thanks to you and all the officials who work so hard for the club and for Mayflowers.

John Bramley, London NW2

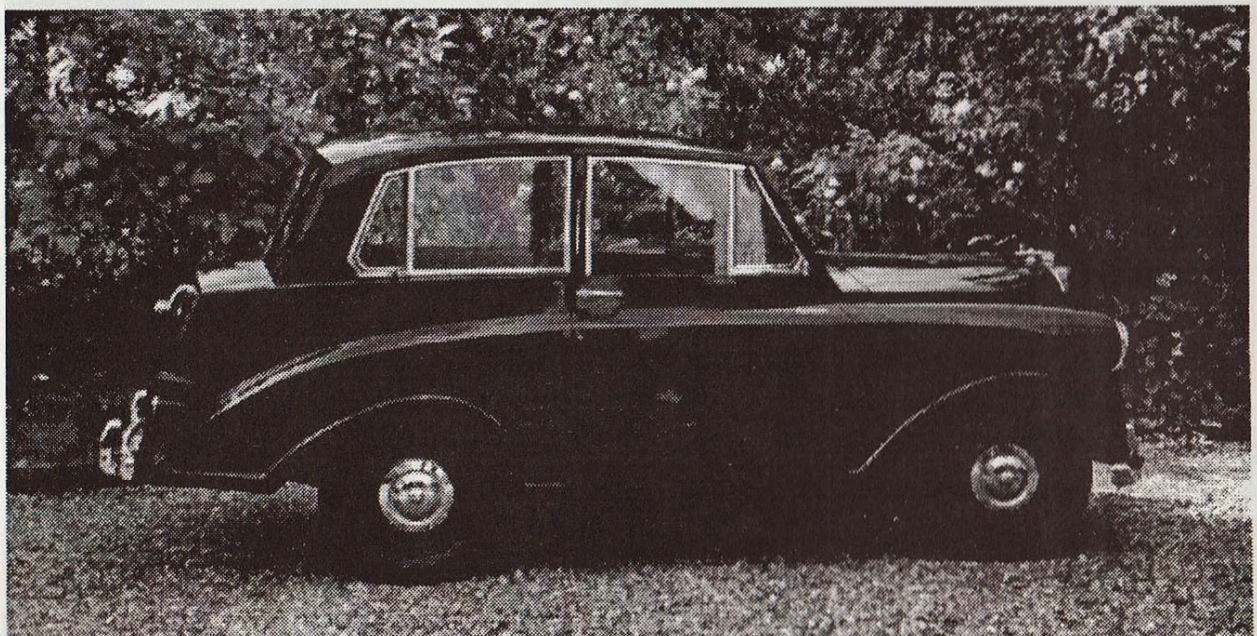
WANTED

Your articles on restorations, rallies, etc.

It helps to make our magazine more interesting for everyone

Please send your story to:

Phil Benson, 4 Dunlin Close
Redhill, Surrey RH1 5HJ, England



Martin Bishop's long awaited example

LETTERS

The elusive Mayflower

Dear Sir,

I am writing on behalf of Mr John Christison regarding the Mayflower meeting held at Austerfield in September last year.

The "missing" Mayflower, MYM 359, in fact belongs to Mr Christison, who sends his compliments on a well run meeting at an excellent venue on a beautiful day weather wise.

He would also like to thank the gentlemen who sent the two script badges, these have been rechromed and are now in their rightful position on the Mayflower doors.

*Yours faithfully, R. Jaques
for Mr Christison, 769*

1950 TRIUMPH MAYFLOWER FOR SALE

MAROON/BEIGE INTERIOR - FULLY RESTORED - MoT
PRICE WITH SECONDHAND SPARES £1500

Contact: Frank Smith (493)
01773 856032 (Derbyshire)

FOR SALE 1951 TRIUMPH MAYFLOWER

Blue with blue interior and carpets

Re-registered 'B' - Renovated in 1988

Minor work required for MoT

Has twice completed the Lands End to John 'O Groats Rally

Secondhand spares includes another engine, gearbox

and other parts too numerous to mention

Don Seach (575)

01425 618721

21 Chatsworth Way, New Milton, Hants BH25 5UL

LETTERS

Dear John,

Thought I would drop you a line and let you know how the Mayflower is doing.

My wife and I sunk a ton of money in this restoration but costs kept on going up. We had to put this to a stop.

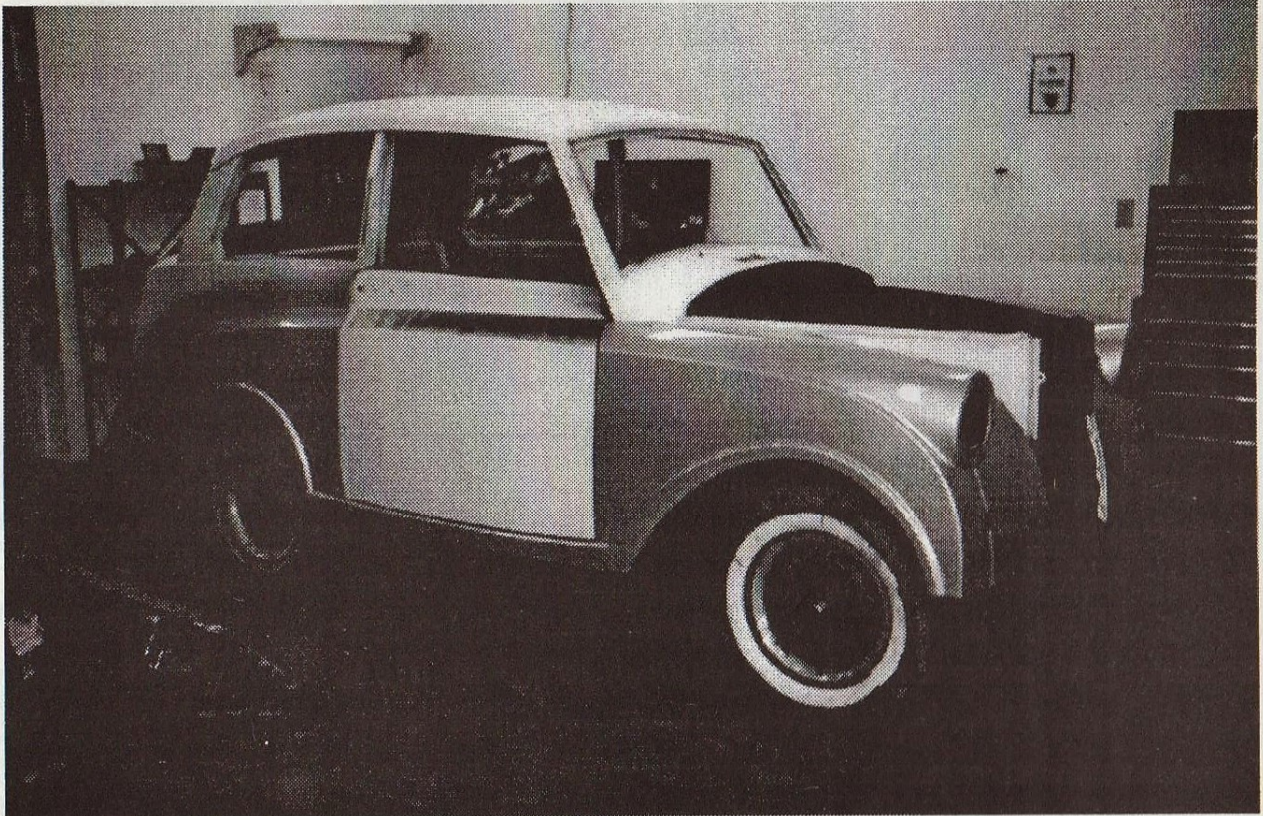
I gave them four weeks to finish the car and then had it towed home. It is about 80 per cent restored and looks beautiful.

The car does not run yet, still needs a sender unit for the gas tank and new tyres, exhaust system, shocks and I am sure some other spares.

I have joined a local Triumph club and hope to find someone who can get the car started.

Thanks again for all your help during the past year, I will keep you in touch.

*Dan and Barb Brown
Washington, USA*



Dan's Mayflower during restoration

Dudrich (Holdings) Limited

Lock-up Garages

Available throughout the country

10% discount on rentals for club members

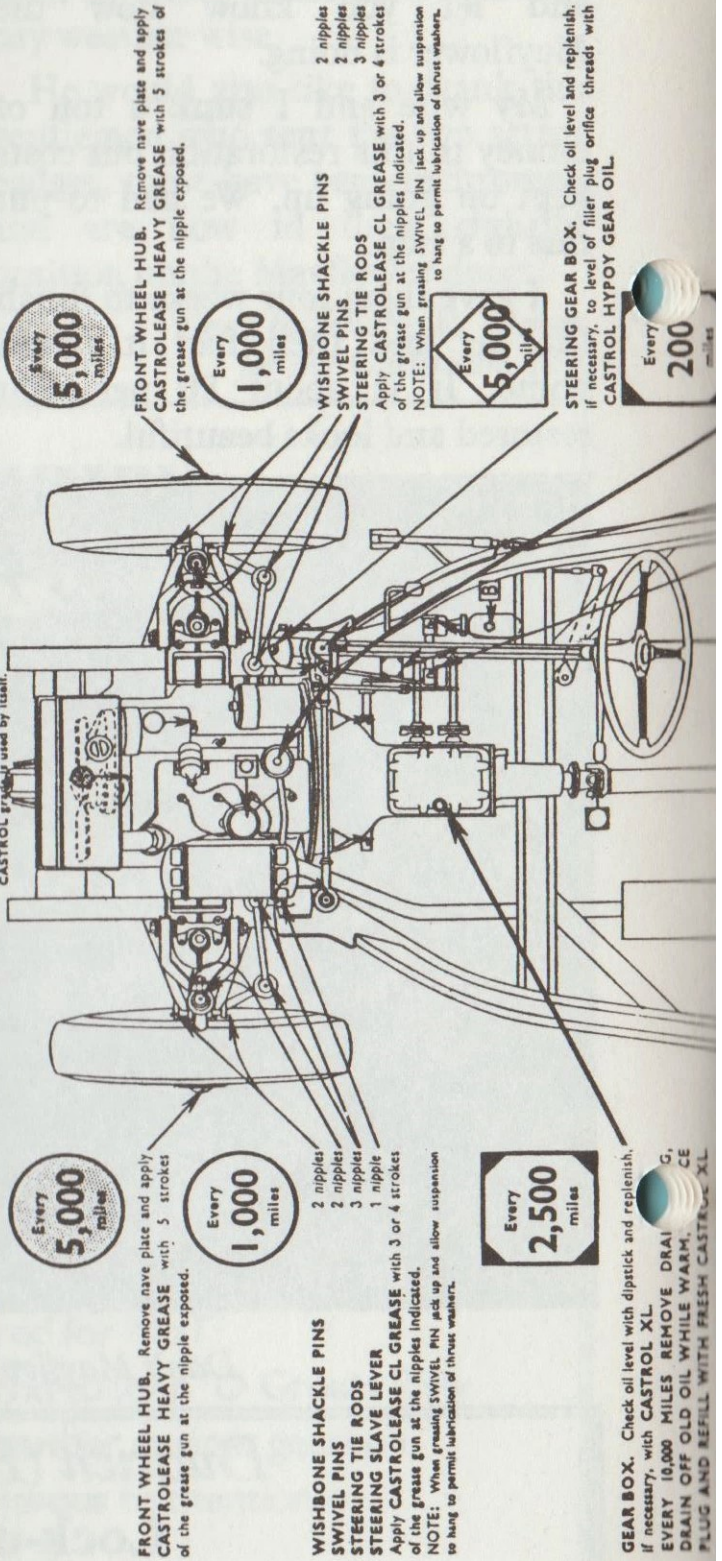
Lonsto House, 276 Chase Road, London N14 6HA - Tel: 0181-886 6676



LUBRICATION CHART EXPLANATION OF SYMBOLS

	<p>WAKEFIELD CASTROL XL in summer, CASTROLITE in winter. High quality motor oils recommended for the engine. CASTROL XL is also recommended for the gear box.</p>		<p>WAKEFIELD CASTROL HYPOY GEAR OIL. A powerful extreme pressure gear oil essential for the lubrication of hypoid rear axles. Also recommended for use in the Steering Gear Box.</p>		<p>WAKEFIELD CASTROLEASE CL GREASE. Recommended for chassis lubrication.</p>		<p>WAKEFIELD CASTROLEASE HEAVY GREASE. Recommended for the wheel hubs and water pump.</p>
--	---	--	--	--	--	--	---

WARNING. If oil consumption exceeds 1 gallon per 1,000 miles, it is advisable to use the next heavier Castrol grade, i.e. CASTROL XXL in summer, CASTROL XL in winter. Do not ask for "XL" when you require CASTROL XL. Ask for "CASTROL XL" and see it drawn from a CASTROL container. CASTROL is marketed as a finished product and contains carefully balanced additives in precise quantities. The addition of other additives or diluents cannot improve it and in some cases can prove harmful. While CASTROL grades (except CASTROL K) will mix with other mineral oils, full benefit cannot be derived unless the correct CASTROL grade is used by itself.



Every 5,000 miles

FRONT WHEEL HUB. Remove nave plate and apply CASTROLEASE HEAVY GREASE with 5 strokes of the grease gun at the nipple exposed.

Every 1,000 miles

WISHBONE SHACKLE PINS SWIVEL PINS STEERING TIE RODS STEERING SLAVE LEVER
Apply CASTROLEASE CL GREASE with 3 or 4 strokes of the grease gun at the nipples indicated.
NOTE: When greasing SWIVEL PIN jack up and allow suspension to hang to permit lubrication of thrust washers.

Every 2,500 miles

GEAR BOX. Check oil level with dipstick and replenish, if necessary, with CASTROL XL. EVERY 10,000 MILES REMOVE DRAIN PLUG AND REFILL WITH FRESH CASTROL XL.

Every 5,000 miles

FRONT WHEEL HUB. Remove nave plate and apply CASTROLEASE HEAVY GREASE with 5 strokes of the grease gun at the nipple exposed.

Every 1,000 miles

WISHBONE SHACKLE PINS SWIVEL PINS STEERING TIE RODS
Apply CASTROLEASE CL GREASE with 3 or 4 strokes of the grease gun at the nipples indicated.
NOTE: When greasing SWIVEL PIN jack up and allow suspension to hang to permit lubrication of thrust washers.

Every 5,000 miles

STEERING GEAR BOX. Check oil level and replenish, if necessary, to level of filler plug orifice thread with CASTROL HYPOY GEAR OIL.

Every 200 miles

10 F. to 70 F. CASTROL XL or CASTROL HYPOY
Below 10 F. CASTROLITE

CASTROLITE
EVERY 2,500 MILES, DRAIN OFF OLD OIL WHILE WARM, FLUSH WITH WAKEFIELD FLUSHING OIL AND REFILL WITH FRESH CASTROL XL IN SUMMER, CASTROLITE IN WINTER.

Capacity—7
OVERSEAS
Air temp. above 40° F. to 100° F. CASTROL XL
10° F. to 40° F. CASTROLITE
-10° F. to 10° F. CASTROL Z
below -10° F. CASTROL ZZ

REAR AXLE. Check oil level and if below bottom thread in filler orifices drain and refill with fresh CASTROL HYPOY GEAR OIL.
EVERY 5,000 MILES REMOVE DRAIN PLUG, DRAIN OFF OLD OIL WHILE WARM, REPLACE PLUG AND REFILL WITH FRESH CASTROL HYPOY GEAR OIL.

Capacity—1½ pints.
OVERSEAS
Air temp. above 10° F. CASTROL HYPOY GEAR OIL
Air temp. below 10° F. CASTROL HYPOY 80 GEAR OIL

REAR WHEEL HUB. Apply CASTROLLEASE HEAVY GREASE with 5 strokes of the grease gun at the nipple provided.

OIL CAN Every 5,000 miles.

ALSO REQUIRING ATTENTION

DISTRIBUTOR Indicated thus Withdraw the rotating arm and apply a few drops of Wakefield EVERYMAN OIL to the top of the spindle. Do not remove the screw cap. Apply a small amount of Wakefield Oil to the Distributor Cam and Contact Breaker Pivots. Add a few drops of OIL through the hole in the Contact Breaker Base through which the cam passes, to lubricate the Automatic Advance Mechanism.
DOORS, LOCKS, HINGES AND BONNET CATCHES. Apply a few drops of Wakefield EVERYMAN OIL.
HANDBRAKE MECHANISM Indicated thus Apply a few drops of Castrolite.
CLUTCH SHAFT BEARINGS Indicated thus Apply CASTROLITE at the oil holes on each side of the clutch housing.
DIRECTION INDICATORS. Apply Wakefield EVERYMAN OIL by means of a small brush to the catch pin between arm and operating mechanism. Remove screw, slide off arm cover and apply a drop of Wakefield EVERYMAN OIL to lubricating pad at top of arm.

BATTERY Check and maintain level to the tops of separators—DISTILLED WATER.
AIR CLEANER (Export Models). Inspect and replenish, with ENGINE OIL. Every 2,500 miles clean out oil bath below gauze and refill to correct level with fresh ENGINE OIL. Capacity ½ pint approx. Wash gauze unit in petrol and dry before re-assembling.
AIR CLEANER (Home Models). Remove, clean and re-wash with fresh ENGINE OIL.
UNIVERSAL JOINTS. Indicated thus Apply CASTROL HI-PRESS GEAR OIL with 3 or 4 strokes of the oil gun.
WATER PUMP AND FAN. Indicated thus Apply CASTROLLEASE HEAVY GREASE with 5 strokes of the grease gun.
HANDBRAKE CABLES Indicated thus Apply CASTROLLEASE BRAKE CABLE GREASE with 3 or 4 strokes of the grease gun.

BRAKE MASTER CYLINDERS Indicated thus Check level and replenish, if necessary, with correct fluid.
REAR SPRINGS. Clean and spray with CASTROL PENETRATING OIL.
DYNAMO Indicated thus Unscrew cap at commutator end and refill cap with CASTROLLEASE HEAVY GREASE.
SHOCK ABSORBERS. Girling Telescopic Type requiring no topping up. If they become inoperative they should be renewed by makers or Girling Agent.
UPPER CYLINDER LUBRICATION. In order to lubricate more effectively the pistons, piston rings, valve stems and guides, Wakefield CASTROLLO may be used in the proportion of 1 oz. to 2 gallons of fuel.

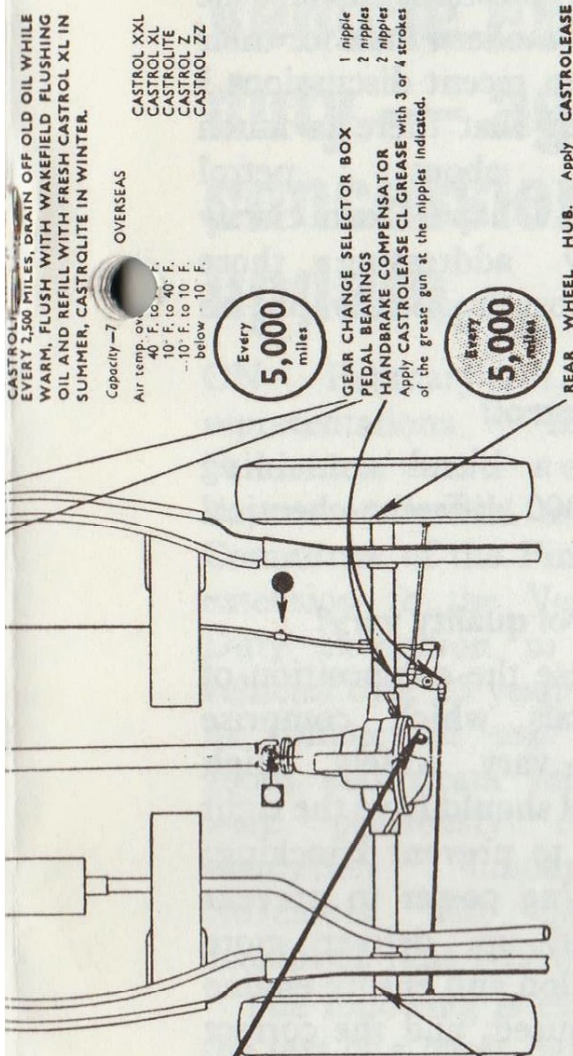
TYRE PRESSURES

	Front	Rear
2 Passengers	20 lbs./sq. in.	23 lbs./sq. in.
Fully Laden	20 lbs./sq. in.	25 lbs./sq. in.

This chart has been checked and approved by the Manufacturers:—
THE STANDARD MOTOR COMPANY LIMITED, COVENTRY
Issued by C. C. WAKEFIELD & CO., LTD., GROSVENOR STREET, LONDON, W.1.

This Chart shows lubrication and oil change periods when operating under ideal conditions. For less favourable conditions, especially overseas, more frequent lubrication and oil changes are necessary.

TRIUMPH MAYFLOWER



Every 5,000 miles

Every 5,000 miles

GEAR CHANGE SELECTOR BOX
PEDAL BEARINGS
HANDBRAKE COMPENSATOR
Apply CASTROLLEASE CL GREASE with 3 or 4 strokes of the grease gun at the nipples indicated.

REAR WHEEL HUB. Apply CASTROLLEASE HEAVY GREASE with 5 strokes of the grease gun at the nipple provided.

Classic cars and modern fuels — are they compatible?

by Dr Cathryn Hickey,
Technical Fuels Manager
at Shell UK

TECHNICAL innovation and society's desire for more environmentally friendly products has led to significant changes in fuel composition in the last 10 years. Inleaded petrols were introduced in the 1980s, fuels containing detergent additives became widely available in the mid 90s and most recently Shell has introduced a low lead 4 Star.

Shell has long been credited as a pioneer of fuel quality, consistently leading the field by bringing new fuels to the marketplace. We firmly believe that the introduction of new fuels should be undertaken with care to ensure that a range of high quality fuels suitable for all types of vehicle is widely available. Due to its leading edge research programme, run in association with long established motor manufacturers, Shell has successfully introduced advanced fuel technology while offering

motorists the peace of mind that it can safely be used in older vehicles as well as the most modern. Some classic car enthusiasts, however, have posed questions about the suitability of modern fuels for their cars and from recent discussions I have detected that there is much confusion about petrol composition. I hope I can clarify matters by addressing those questions most frequently put to me.

What is petrol?

Petrol is a blend containing more than 300 different chemical compounds.

Does petrol quality vary?

Yes, because the composition of the chemicals which comprise petrol can vary widely. High quality petrol should have the right octane level to prevent knocking; strong cleaning power to prevent carbon build up, deliver more miles per gallon and ensure engine life is maximised; and the correct volatility to ensure vehicles accelerate smoothly and start first time.

Why is lead added to petrol?

Tetraethyl lead is added to 4 Star petrol to provide the necessary octane rating (antiknock quality) and to act as a lubricating barrier between the exhaust valve and seat in cars with soft valve seats.

What is octane rating and how does it effect the running of a car?



Federation of British Historic Vehicle Clubs

Vehicle excise duty — age concession update

ON February 1, following representations from this Federation and others, the Paymaster-General announced in Committee of the Finance Bill an extension to the Vehicle Excise Duty exemption to include all vehicles over 25 years old and not in commercial use. The heavy goods and steam vehicles which were previously outside the exemption announced last November will now become exempt on June 1 1996.

The following is extracted from the text of a letter, dated February 2, sent by DVLA:

Until June 1 1996, owners [of relevant vehicles which are in use] must continue to licence their vehicles in the appropriate duty paying class and display a VED disc. On June 1, owners of qualifying vehicles with a current VED licence in force, will be sent a refund application form (V14 A/R showing the amount of duty refundable) from DVLA. Those who do not have a licence in force at this time may take out a licence in the "25 year" exempt class at any one of the Agency's Vehicle Registration Offices.

Qualifying vehicles will remain subject to the requirement to license annually,

display a VED disc and produce a valid MoT (if applicable) and certificate of insurance.

The exemption will not be extended to vehicles in the following taxation classes: Bus, Recovery Vehicle, Showmens Vehicles (in the Special Vehicle/Trailer class), General Haulage, Heavy Goods Vehicle (HGV) including Small Island Goods Vehicles and Special Types.

HGVs used unladen in connection with a trade or business, or for driver training/testing purposes, will also be excluded from the exemption.

Further information from Customer Enquiries (Vehicles), DVLA, Swansea SA99 1BL. Telephone 01792 772134, 0815-1630, Monday to Friday.

Conference Gaydon March 23

In addition to those listed on the provisional programme, Reg Dawson, the FIVA's Brussels based Transport Consultant will be attending and speaking during the first session after lunch.

Bookings had reached 100 (including one to the Automobilclub von Deutschland) before news of the conference had been published in any Club magazines and we are anticipating a full house. Tickets are £25 each, to include lunch and morning and afternoon refreshments, from the secretary, Elton House, Church Lane, Tydd St Giles, Wisbech, Cambs PE13 5LA.

The octane rating is a measure of a fuel's resistance to knocking. Knock, also known as 'pinking', occurs during combustion when the fuel-air mixture explodes ahead of the flame front rather than burning smoothly, causing a knocking noise. Using a method established in 1929, petrol is rated on a scale of 0-100, and given a research octane number (RON). In the 1920s petrol had an octane rating of around 50 to 60 RON. Today, 4 Star has a minimum octane rating of 97 RON.

Can classic cars run on today's petrols with higher octane ratings?

Yes. Using today's modern fuels with higher octane ratings won't harm the engines of classic cars designed to run on petrols with low octane ratings.

My car was designed to run on 2 Star petrol. Now that this isn't available which fuel should I use?

Classic cars were designed to run on the low octane petrols which were available earlier this century and therefore have a low octane requirement. Now that low octane 2 Star isn't available classic car owners should use the higher octane British Standard 4 Star, which is suitable for classic cars and won't harm engines. Shell Advanced Low Lead 4 Star is also a British Standard 4 Star.

My car runs 'hot' on modern fuels. Why?

Carburettors in classic cars were set up for the fuel quality of the time they were manufactured. Due to the progressive improvements in fuel quality over the years they may now need adjusting. If they aren't adjusted engines may run 'hot' because too much or too little fuel may be introduced into the combustion chamber.

Why is lubricating of soft valve seats important

Without proper protection, exhaust valves can weld themselves to the soft seat, causing serious damage or engine failure. Lead is a highly effective protective lubricant. A lead level of 0.05 grammes per litre offers complete protection. The British Standard for leaded 4 Star (BS4040) requires a minimum lead content of 0.05 grammes per litre.

Why has the amount of lead in 4 Star been reduced over the past 30 years?

Until 1967 lead was blended at a concentration of one gramme per litre. However, growing concerns about the amount of lead entering the environment in the late 60s and 70s led to legislation which progressively reduced the maximum permitted concentration of lead in petrol. The last mandated change came into force on January 1, 1986 when the maximum level was cut from 0.4 to 0.15 grammes per litre. As lead content has been reduced, the amount of high octane

hydrocarbons in the petrol blend has been increased to maintain the necessary octane rating. In the new Shell Advanced Low Lead 4 Star Shell has cut the amount of lead to 0.075 grammes per litre, a level which offers complete valve seat and engine protection, while enabling motorists to halve their lead emissions.

Will leaded 4 Star petrol be phased out or banned? If so, when?

Leaded petrol has been banned in some European countries but the UK Government hasn't indicated that it plans to do so here. The UK leaded petrol market currently accounts for about 37 per cent of total petrol sales, a percentage which is falling each year as new cars designed to run on unleaded enter the market. By the turn of the century less than 10 per cent of all cars in Britain will need leaded petrol and it may not be as widely available as it is today.

What will replace leaded petrol?

Lead could eventually be replaced by lead replacement additives. These are used in continental Europe, most notably Austria and Scandinavia, where leaded fuel has been phased out. In the UK, there is as yet no British Standard for petrols containing lead replacement additives and Shell believes this is necessary to ensure that these fuels offer vehicles in the UK the guaranteed

level of protection. UK motor manufacturers still recommend leaded petrol for the millions of UK vehicles with soft valve seats which need lubrication.

What is Shell Advanced Low Lead 4 Star petrol?

New Shell Advanced Low Lead petrol is a breakthrough for 4 Star leaded drivers because it enables them to join unleaded drivers in cutting their emissions of lead into the air, while still having enough lead to protect their engines. It cuts lead from car exhausts by half and meets all the requirements of the British Standard for leaded 4 Star.

What's replaced the lead that Shell has taken out to maintain power, performance and reliability?

RENOVATED MAYFLOWER WANTED

I own a rare manual version of a Jaguar XJ6, 1983, 3.4, 99,000 miles. In fair/good condition, grey with vinyl roof, doe skin leather. A beautiful car but impractical for life on Ibiza with these narrow streets. Looking to sell outright, open to serious offers but would exchange for a renovated Mayflower.

*Please reply to:
David G. Leppan
Apartment 284, San Jose
Ibiza, Spain*

TRIUMPH WORLD PICNIC

August 10th / 11th 1996

Hickstead Showground, Hickstead, West Sussex

The Triumph World Picnic is open to all Triumphs of all ages. With your support we hope to make this the best gathering of Triumphs and provide a leisurely weekend of fun and entertainment.

Further details and entry form from:
Triumph Picnic, DCA, PO Box 43, Reading RG4 4LE



A nice example of a left-hand drive model

1996 RACMSA CLASSIC CAR EVENTS



1996 Haynes Publishing RACMSA 2-Day Classic — 27/28th April

This well established event takes place in Wales and the west of England. It is open to cars which are at least 20 years old and covers 350 miles.

Norwich Union RAC Classic — 26th May 1996

This is the 11th Classic. There are 14 different routes, including two starting outside Britain.

RACMSA Euro Classic — 21st/24th September 1996

Route details will be finalised within the next few weeks but we can confirm that we shall be returning to the Nurburgring race circuit in Germany. Further details and regulations available from: The RAC Motor Sports Association Ltd, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG.

Shell refineries are able to vary the combination of high octane components in Low Lead 4 Star to give it the same octane rating — and same engine power and performance — with less lead. So it has enough lead for complete valve seat and engine protection, with no loss of power or performance.

What should classic car drivers do if they currently use the '1 in 4' system (1 fill of 4 Star for every 3 of Super Unleaded)?

Instead of using this cycle of fills they should use Shell Advanced Low Lead 4 Star all the time. This will halve their lead emissions but still give them full engine protection.

What sort of tests has Shell done to ensure Low Lead won't damage classic car engines?

Shell has tested the product extensively at its Thornton Research Centre in Cheshire. In addition, independent experts and motor manufacturers have tested Shell Advanced Low Lead. These tests have shown that a minimum lead level of 0.05 grammes of lead per litre offers full valve seat protection. Shell Advanced Low Lead 4 Star typically contains 0.075 grammes of lead per litre, more than the minimum required. It is approved by all major motor manufacturers. The Vintage Sports Car Club and consumer groups including the AA and RAC have endorsed the manufacturers' view.

Will the performance of classic cars change when using Shell Advanced Low Lead 4 Star?

No. The octane level of Shell Advanced Low Lead 4 Star is guaranteed to be the same as traditional 4 Star — 97 RON. This means power, performance and fuel economy won't be affected in any way. The petrol is the same as traditional 4 Star except for the lead content and meets the British Standard for 4 Star.

Can you mix Shell Advanced Low Lead 4 Star with other 4 Star petrols?

Shell Advanced Low Lead 4 Star can be mixed with any 4 Star. However, to minimise lead emissions Low Lead 4 Star should be used regularly.

Where can classic car enthusiasts buy Shell Advanced Low Lead 4 Star?

It is available at over 1,000 Shell service stations in many major cities including London, Leeds, Newcastle, Chester, Manchester, Sheffield, Nottingham and Birmingham. Customers can find out whether their local Shell service station sells it by popping in or calling Freephone to the Shell Customer Service Centre on 0800 010100.

What benefits do modern detergent fuels offer owners of classic cars?

Petrols containing detergents offer benefits to all cars, no matter how old. The unique Shell

detergent not only keeps engines clean but also cleans up harmful carbon deposits from old and dirty engines. Compared with rival petrols Shell Advanced Petrols offer improved fuel economy, quicker acceleration and lower exhaust emissions. This has been demonstrated by 2.3 million miles of road tests on different makes and models of cars and 4,500 hours of laboratory bench tests. The new Shell Advanced Low Lead 4 Star contains the Shell detergent package too.

Is benzene injected into unleaded petrol to help replace the lead and boost fuel combustion?

This is a myth. Benzene is not added to petrol; it occurs naturally in crude oil and is formed during refining. The amounts reaching the air from car exhausts have been greatly exaggerated, and the concentrations in the UK air have been examined by experts and found to be — by a very long way — no threat to public health.

Is it wise to drain the petrol tank before a winter lay-up?

No, an empty tank is more susceptible to corrosion. Cars are best left with a little petrol in the tank, with the battery disconnected and the engine sprayed with lubricating oil. A dehumidifier can help prevent the formation of rust. Try and start the car at least once a month and take it for a short drive if the weather is fine.

Can classic cars be converted to run on unleaded petrol?

Some can and some can't. Popular classics such as MGBs, Jaguar E-Types, Morris Minors and most Aston Martins can be converted. The mono block engine design of some vintage cars like Bugattis or Bentleys makes conversion practicably impossible. Owners of cars which cannot be converted can cut lead emissions by switching to Shell Advanced Low Lead 4 Star.

Why was unleaded petrol introduced?

Unleaded petrol was introduced in 1986 to help the Government objective of cutting lead emissions into the environment and to enable the use of three-way catalytic

JACKSONS TRADITIONAL LOCKSMITH

As a small traditional locksmith company based in Bristol we specialise in vehicle locks. Much of our work comes from private customers and owners clubs etc, who have difficulty replacing lost or broken keys. We can offer you a prompt and precise service both repairing ignition, door and boot locks, harmonising existing locks and we can also cut keys by hand to most foreign, European and vintage vehicle locks. *Details from:*

118 CHURCH ROAD, REDFIELD, BRISTOL - TEL: 0117 955 3124

converters. These greatly cut other exhaust emissions and, but can't run on leaded petrol because lead poisons catalysts. 'Cats' eliminate some 90 per cent of gaseous exhaust emissions — including the three regulated emissions — carbon monoxide (hinders breathing and impairs co-ordination), nitrogen oxide (contributes to acid rain and ozone) and volatile organic compounds (contribute to ozone formation). All new petrol cars registered since the beginning of 1993 must be equipped with catalytic converters and can therefore only run on unleaded petrol.

FOR SALE

SECOND HAND SPARES

Having had my Mayflower about 6 months now it is almost 80% restored. I originally bought two flowers, one to restore and one as a donor car which is now totally stripped. I have a number of spare items that I would like to sell in order to put the proceeds towards the cost of the respray which will shortly be done. The original number plate is MKV 255 and I believe that it was first registered in 1950. I have the engine, gearbox and propshaft which are in good running and working order. I've also got many other spares - too numerous to list. I am open to offers on any of them.

IAN GILES (Member 791)
 65 KINGSTON AVE, GARLINGE
 KENT CT9 5NJ
 Telephone 01843 - 227603

HALOGEN HEADLAMP CONVERSION BULBS

These halogen bulbs are a direct replacement for pre and post war tungsten headlamp bulbs and do not require alterations to existing wiring or a connector conversion kit. They have the advantage of being able to retain the existing original headlamps (important for concours etc) whilst significantly improving the light output yet consuming no more power than before the conversion. They can be changed over in the same time it takes to replace a blown bulb and are available in both 12v and 6v configurations.

Please send stamped addressed envelope for brochure to:

ANDREW BROCK (BULB SUPPLIES)

31A Shawbury Road, East Dulwich
 London SE22 9DH - Tel/Fax: 0181-299 0299

1996 EVENTS DIARY

- March 24 Triumph Mayflower Club Annual General Meeting
See advert.
- May 4-6 Wheels of Yesterday Rally, Crystal Palace Park, London SE19. Details from M Woodjetts - 7 Danebury, Fieldway Est., New Addington, Croydon CR0 9EU.
- May 25 - 27 Enfield Pageant of Motoring - A great show that several TMC members attend on the Monday for an informal southern get together at the start of the season.
To book in phone 0181-367 1898.
- June 7 - 9 Lakes Triumph Weekend, Hillcroft Park, Pooley Bridge, Near Penrith. Details from - Shirley McKeown, Tel: 01946 832080.
- July 7 Joint Triumph Razoredge Celebration Rally — TMC, TRC, TROC — Stanford Hall, Lutterworth, Leicestershire. Details from Martin Bishop - 66 Keeley Lane, Wooton, Beds MK43 9HS.
- August 11 Scunthorpe Classic Car Show, Normanby Hall, South Lincolnshire. Details from Steve Coulman (TMC Member 785) on 01724 762061.
- September 22 Triumph Mayflower Club - Northern Rally. Probably once again at the 'Mayflower' Pub in Austerfield near Doncaster. Details from Steve Coulman (see above) and to be published in the next edition of *Flower Power* which will be out in June.

If anyone is organising/attending anything in the second half of the year, drop me a line so that I can include it in the next edition - Ed.

Le Petit Monstre

THE FRENCH magazine "Retroviseur" published an article on the Mayflower under the title shown above in the February

edition. The article shows a photo of a LHD car which is fairly unusual in itself.

There were also several photos of the drop-head I had not seen before. If I can obtain a translation and permission to use the article from the magazine I will try to reprint it sometime this year - Ed.

JOINT RALLY 1996

150+ CARS



DINKY CONCOURS

BBQs

DISPLAYS

CHILDREN'S GAMES

ROAD RUNS

**50th ANNIVERSARY
TRIUMPH RAZOREDGE
1946 - 1996**

**THE MAYFLOWER CLUB
THE RAZOREDGE CLUB
THE ROADSTER CLUB**

SUNDAY 7th JULY - 12 NOON

**STANFORD HALL
LUTTERWORTH, LEICESTER**

