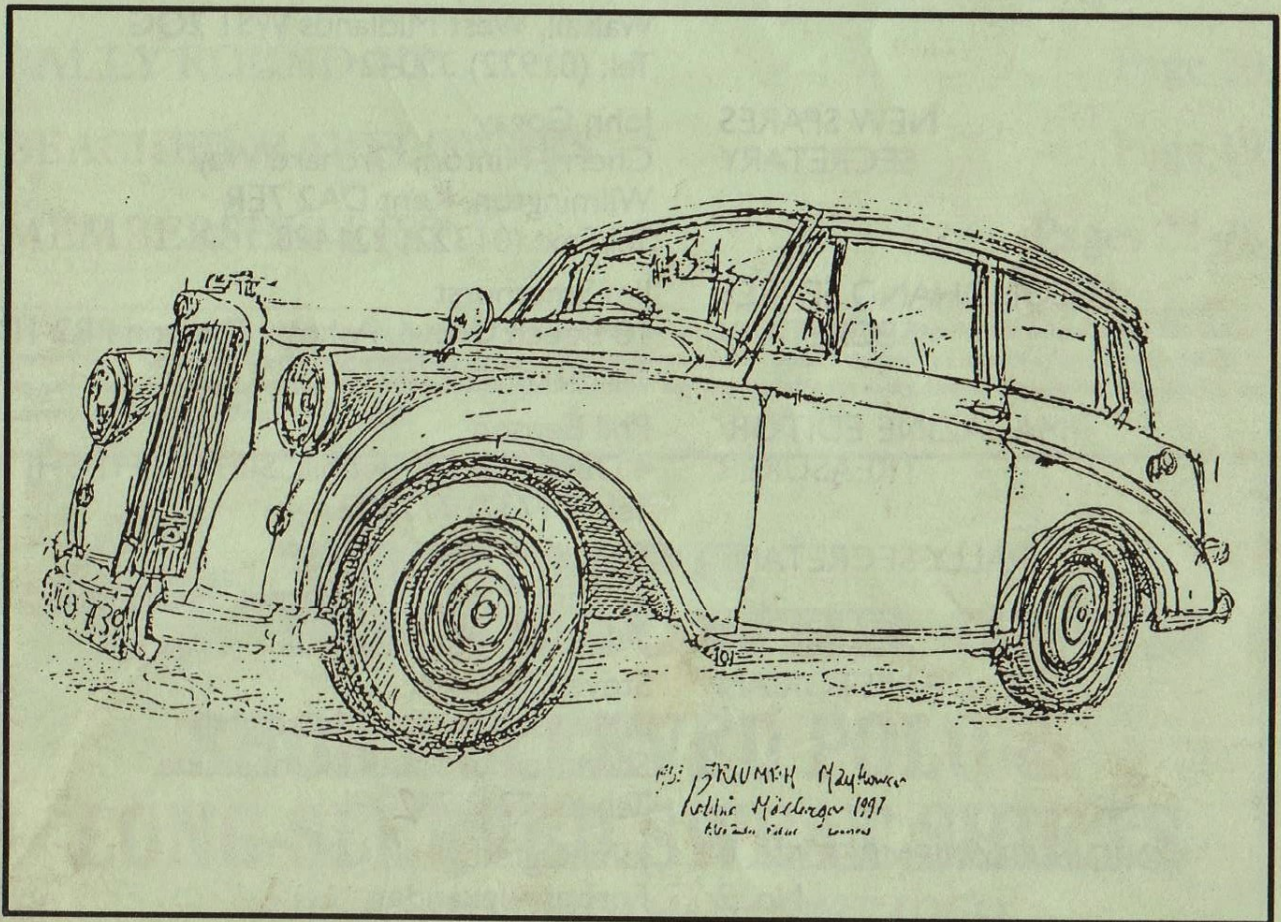


Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 1997 No. 84



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1997-98

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No. 2	Forbes Alexander
No. 3	Martin Bishop
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*

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EDITORIAL

Your input is required

HERE WE ARE in June again and I'm late with the magazine for once. I have all the normal excuses — a small child using up lots of my time but making me very happy, being much too busy at work, a Mayflower restoration to complete, and the hundred and one other things that make modern life fly by so quickly.

The main reason I'm late though is because of lack of content. I kept holding on — waiting for your contribution to arrive. It didn't! Well, why should it, you're all as busy as I am. But wait! You could find five minutes if you had to I expect. All I ask is a photograph of you and your car. Then if you can spare another five minutes tell me where and when the photo was taken. Better still, tell me a bit more. Don't worry about spelling, grammar or anything else. I'll take care of that. (I get my wife Celia and the computer 'spell-checker' to double check all my stuff anyway because I don't happen to have a degree in English lying about around here.)

This magazine is all about sharing our cars, sharing our days out, and sharing our problems. So here's my problem — *NOT*

ENOUGH STUFF TO PRINT FOR THIS EDITION!

Well, only one answer, I'll tell you about my cars.

JBD 807 is running sweetly and gets taken out to the odd Sunday show and occasionally down to work. She lives in the garage and has to have the dust disturbed before every trip, as I have a concrete floor which is always dusty.

Walking in my garage reminds me of the pictures of the men on the moon in 1969. Even after I rebuilt the engine and recored the radiator and put new hoses on, she has run hot. Usually up around 90 degrees centigrade. The only thing that hasn't been fettled has been the water pump. That's my last hope. It's on the agenda for when I get a few minutes free time, probably about five years into the millenium.

Watch out Howard

NTA 178 is almost down to a bare shell now. I've just the steering column, track rods and front suspension to remove. Then it's off with the paint and away for a respray. I almost sent her for an overspray on her wheels last year, but then I thought to hell with it, everything off and do a perfect job. Watch out Howard Pryor, I'm after the concours award in 1999 or soon afterwards.

I bet I'm not the only one ready by then. I went to a car and static

aircraft show just outside Gatwick recently. It was a great day out and there was lots to see, including an ex RAF Avro Shackleton with all four mighty Rolls-Royce Griffin engines being run up to speed.

With each engine having two contra-rotating three blade propellers they made an awe-inspiring sight and sound.

I met Dave Stafford there with his Mayflower. It has a super paint job and even the original rubber floor mats. The only cars I have

ever seen have had carpets so it was a rare sight for me.

I wish you all an enjoyable summer and look forward to meeting you all somewhere eventually. I can't make the rally this year as I shall be seeing my brother and his family off from Heathrow airport as they return to Oz that day. I'm relying on everyone else who goes to the rally to let me have some info and photos so that the next magazine is Okay. Please don't let me down.

1953 BLACK

TRIUMPH MAYFLOWER

FOR RELUCTANT SALE

THIS CAR HAS BEEN STORED THE LAST FOUR YEARS DUE TO OWNERS ILL-HEALTH AND COMES WITH LOTS OF SECOND-HAND SPARES AND OVER £500 OF NEW SPARES. THE CAR IS AN IDEAL AND STRAIGHT-FORWARD RESTORATION BEING IN SOUND CONDITION

IT HAS HAD ONLY THREE OWNERS — THE FIRST FOR ONE YEAR, THE SECOND FROM 1954 TO 1975 AND THE PRESENT OWNER FOR THE LAST 22 YEARS.

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Contact:

Bert Lacey (Member 121)

TELEPHONE (01344) 485238

26 Nightingale Crescent, Harmans Water
Bracknell, Berkshire RG12 9PV

Annual General Meeting

*Held on Sunday 23rd March at
14:00 in Alumwell Junior School,
Walsall*

Present: Peter Benfield, Phil Benson, Steve Coulman, John Gogay, Terry Gordon, John Oaker, Howard Pryor, Richard Root, Jim Smethurst, Tony Thorpe.

Apologies received from: Forbes Alexander, Steve Darley, Martin Bishop, Tony Booth, John Oglesby, Paul Norton.

Terry Gordon proposed that the Chairman accept the minutes of the last AGM as being a true record and this was seconded by Howard Pryor.

Chairman's report

I am grateful to all the Committee members who have come here today and I would also like to thank all the other members who have made the journey.

I think all present here today would agree that 1996 was a most eventful year, probably also the most enjoyable year for all members since the formation of the Club.

The show piece of the year was, of course, the Stanford Hall Rally

to celebrate the 50th anniversary of the Triumph Razor Edge saloon. We had a fantastic gathering of Roadsters, Renown types and Mayflowers creating a quite unique atmosphere with the added presence of Tony Beadle of Triumph World magazine to select the overall best car of the show.

There was also excellent catering with celebration cake and wine not to mention our own barbecue effort organised by Howard Pryor which was appreciated by all.

An international ambience pervaded the scene with several visitors from the continent of Europe and a club member and family from Australia looking out for help and some spares to help him renovate his Mayflower back in Sydney NSW.

Three items of interest emerged from this gathering which merit further discussion. Firstly, further Triumph celebrations at Burford Wild Life Park in September when on a glorious day weatherwise, the 21st anniversary of the formation of Triumph Razoredge Owners Club was held.

TROC invited TMC to this gathering and in addition to myself, John Popkiss and Alan and Maureen Kormes represented our Club. Burford was a wonderful setting for a rally, comparing well with Broughton Castle. Perhaps worth considering again for the future.

I judged that this was a suitable occasion for this club to pay tribute

to Jennifer and Stuart Langton for all the work they have done on behalf of the Triumph clubs over many years, and accordingly with unanimous support from other committee members straw polled by telephone I presented a pair of English Oak napkin rings from 'The Mouseman' of Kilburn North Yorkshire and in a short speech I paid tribute to their efforts and enthusiasm.

In particular thanking them for always including our club in their many gatherings. I later received a letter from Jennifer asking me to let our Committee know how pleasantly surprised and delighted they had been to receive this gift from the Triumph Mayflower Club.

After the Burford rally I took the opportunity to send Chris Hewitt, Chairman of TROC, a congratulatory letter on behalf of TMC. Secondly, I had thought at one time that with committee members spread so far apart around the UK, informal gatherings during the year are not a practical proposition apart from the AGM and the Annual Rally. However against this our wide spread allows us to spread Mayflower enthusiasm country-wide.

For example I have been to the Glamis extravaganza and the gathering at Mellerstain House where I have met other members and seen other Mayflower cars.

Other members of the club and of the committee have also been

carrying the flag in other parts of the country, I am grateful for their efforts.

Thirdly we have received a fair amount of publicity in magazines etc and perhaps this is an appropriate time to mention the efforts of our Rally Secretary, Howard Pryor, recently exhibited his car in the Autoglyme polish section of the Alexandra Palace Practical Classics Show.

His Mayflower was in a group of five cars, the others were a Morris Traveller, Morris 1000 convertible, Sunbeam Alpine and a Triumph Roadster, all the cars were immaculate in every respect but you will be glad to know that Howard's car more than held its own in that exalted company.

He spent two whole days at the show talking Mayflower's from mid-morning to after 6 pm to all comers. I feel that his efforts for the club should be recorded in the official minutes.

I feel it is now up to all of us to keep the momentum going during

ORIGINAL HANDBOOK

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Howard Pryor's car at the Alexandra Palace

the coming year and support the club at the July Rally at Avoncroft Museum of Historic Buildings, Bromsgrove; also our Northern Rally and the new venture "Southern Rally" taking place this year for the first time at Old Warden Aerodrome, Biggleswade, Bedfordshire.

This is a joint rally with the Triumph Roadster Club and it deserves to succeed.

My thanks to our Secretary John Oaker for all today's arrangements and catering, I can assure him we will all become Mars Twix converts in the future!

Thanks finally to all my fellow committee members, some of whom have worked under great difficulties, in spite of all these problems it is to their credit that the magazines have continued to

flow with interesting content and the spares have continued also to roll! Many thanks gentlemen!

Membership Secretary's report

This is my fourth secretary's report. An interesting year once again, with lots of post and phone calls. It is also nice to work with my fellow committee members and I thank John Gogay and Phil Benson for their assistance throughout the year.

When I inherited this job from Terry Gordon in 1993 there were 147 members, showing a small increase in 1994 to 148 and then up again to 151 in 1995, with another small increase to 152 last year but have rocketed up to 167 now.

Of last years 152 members at March 31, 1995, 130 renewed their

membership, seven former members rejoined and we have six honorary members together with 24 new members. This actually gives us a strange trend — three less new members, but the hard core consolidating their position!

Membership seems to be healthy! Terry always said that it's an easy job, two new members per month. For the first time this year has been spot on!

The records now show 167 members as at today. The breakdown is as follows: 130 in the UK and Ireland; 17 from USA and Canada; five from Australia and New Zealand; eight in the rest of Europe; one in Malaysia and six honorary (all in the UK).

There is always a steady correspondence from all over the world. There is usually a significant increase in interest in our cars after a magazine article.

I remember that the article about Howard Pryor's car in

WANTED

YOUR REPORTS

on restorations,
visits to rallies and
autojumbles or anything
of interest to other members
Remember it's your club so
please help to make our
magazine that much better

Send your articles to:
Phil Benson

Practical Classics last year sparked off a very busy time for me. Phone calls from America and Switzerland came on the same day along with the usual 'I was reading ... and I want to know how ...'

I have been able to find a number of member's cars new homes. One chap phoned from Derby with a car to sell, next day a chap from five miles from Derby phoned wanting a car. Bliss!

On a less happy note, Graham Robson, who writes for *Triumph World* amongst others, has written to the Club inviting us to consider attending a rally he is involved with organising for 1998 at Silverstone Circuit. He is trying to attract all the UK Triumph Clubs.

I discussed this letter with one or two other Committee members over the phone and we agreed to defer consideration of the letter to this AGM, although I did speak to him on the telephone, as did Phil Benson. In the interim Mr Robson has again gone into print in *Triumph World* and has been rather scathing of those clubs that have not yet responded formally to him, naming us and two others. Phil and I wonder if Mr Robson may not have a financial interest in the rally that he is helping to arrange, and whether it is in this club's best interest to be involved. Perhaps this can be discussed further in "Any Other Business" (see below).

Last year at the AGM we discussed the impending review of the V765 scheme by the DVLA.

They were wanting to make a charge for trying to reunite cars with their genuine registration number.

I have received confirmation from them that this is now not to be the case. Indeed they were surprised that clubs do not charge more for their own involvement.

Our previous agreement has been to charge nothing to members and £25 to non members. (After a debate it was agreed to continue with our present arrangements.)

Treasurer's report

The treasurer reported that the Club had a healthy bank balance but needed to transfer funds into the Spares Account to help fund new spares manufacture. He proposed that £1500 be transferred from the main account to the Spares Account.

He also proposed that if the surplus in the Secondhand Spares account could stand it then £500 from there should also be transferred. Jim Smethurst agreed that the account could stand to transfer £500 (these proposals were seconded by John Gogay and agreed to by the meeting.

The Treasurer further proposed that in view of increasing rally costs, publishing and postal costs we review the subscriptions. After a debate It was proposed by the Treasurer and seconded by the Membership Secretary that subscriptions be increased to £20 for

HAVE YOU PAID YOUR SUBSCRIPTIONS?

They were due on 1st April

If you pay before the Rally on 20th July you can renew your membership at the old rates (£15 UK; £20 overseas)

*Send your cheque off
right away to:*

John Oaker
Membership Secretary

UK members and £30 for Overseas members.

It was pointed out by the Treasurer that the reason overseas rates have to have a high differential is simply that currency conversions generally cost about £5 per transaction and overseas postal rates are much higher than UK rates.

The joining fee and the Spares Loan remain unchanged at £10 each.

Spares Secretary's report

Turnover was about the same as in previous years which was surprising as most spares had to be put into storage for about three months during my house move.

Engine Bearings continue to be almost impossible to obtain. Fortunately we have not had many

requests for them recently. I have just about settled in at the new house and my new garage has now been completed. I expect that normal services will be resumed in about two weeks time when I should have sorted out a place for everything. I would like to discuss the subject of the rear quarter light rubbers at "Any Other Business".

Secondhand Spares Secretary's report

I have had quite a good year. I managed to sell a set of wheel rims which were taking up valuable space in the coal shed and so we were able to have a fire this year!

Once again I have been able to fulfil most enquiries for parts or else have pointed members in the direction of Howard Pryor or Peter Benfield who have usually been able to help out.

I have bought two job lots of secondhand parts this year, which included some new parts that I have passed on to John Gogay. Interesting items include a small number of reasonable dashboard knobs and switches, two steering wheels, a radiator blind, a bonnet and a boot lid and a set of red vinyl seats that seem to be in quite fair condition.

The financial details are as follows: Opening balance £546.77; income £481.70; expenditure £433.21; closing balance £595.26; cash in hand £24.64. Total £619.90.

Rally Secretary's statement

The Celebration rally last year was a great success. We have been invited by the Triumph Roadster Club to attend their rally on June 21 at Old Warden Airfield in Bedfordshire and have decided that we shall make this our 'Southern' rally.

I hope to write to members with more details in the near future. Once again we shall be joining with TROC for our annual rally which will be on July 20 at Bromsgrove.

Next year is the 25th anniversary of the founding of our Club, perhaps we should do something special. Any members with interesting ideas please give me a call.

Steve Coulman will be organising a Northern rally for 1997 and hopes to get this on the calendar in August this year. Full details should be published in the next magazine I believe.

Election of Officers

Since all members of the committee and the magazine Editor expressed a wish to continue in their posts and their were no other nominations to hand they were re-elected by the meeting unopposed.

Howard Pryor proposed that a new position of Club Historian be added to the committee. This was seconded by Phil Benson. Steve

FLOWER POWER

Coulman offered himself for the position and was nominated and seconded by the same two and was then elected unopposed from the floor. The Chairman welcomed Steve on to the committee and thanked Steve for the work he was undertaking in researching the history of the Mayflower.

Any Other Business

There followed an interesting debate regarding Graham Robson and Triumph World after which it was decided that our Secretary should write to Triumph World expressing our sadness at the way we had been portrayed and giving our version of events.

John Gogay produced examples of the quarter light rubbers that had been produced in America. These were of a very good quality and John confirmed that members would soon have access to this source of supply but that the rubbers would be quite expensive. Further details should appear in the next magazine.

The Chairman thanked John Oaker for organising the AGM venue and asked John to pass on our thanks to those at the school who had assisted us so generously, especially the Caretaker who opens up before we arrive and then tidies up and closes everything after we leave.

There being no other business the meeting closed at 16:10.

ACCOUNTS 1996/7

<i>1995/6</i>	<i>Receipts</i>	<i>1996/7</i>	<i>1995/6</i>	<i>Payments</i>	<i>1996/7</i>
2127.95	Bank balance b/f	2323.21	1616.00	Flower Power	1576.00
14.01	Cash balance b/f	3.22	25.00	AGM	24.48
2318.65	Subscriptions etc	2425.01	108.24	Officers expenses	217.06
60.85	Interest	51.68	40.00	Spares loan refunds	20.00
0.00	Back number service	0.00	375.29	Rally expenses	354.23
5.00	Misc	0.00	35.50	Subscriptions FHBVC	50.00
<u>4526.46</u>	Total income	<u>4803.12</u>	<u>2200.03</u>	Total expenditure	<u>2241.77</u>

	<i>Bank</i>	<i>Cash</i>	<i>Total</i>
Opening balance	2323.21	3.22	2326.43
Receipts	2476.69	0	2476.69
Payments	2241.77	0	2241.77
Closing balance	2558.13	3.22	2561.35

Bank balance includes final two cheque payments that have not yet been shown on bank statement

Federation of British Historic Vehicle Clubs

A RECENT communication to all affiliated clubs advises that with effect from 1st June 1998 the subscriptions will be charged on a per capita (membership count) basis. This will make very little difference to the amount levied on this club, but by changing the method of levy, the larger clubs will contribute increased revenues to the Federation.

The additional money raised is to be used to increase the monitoring of future legislation and to obtain specialist advice on fuels, both activities being crucial to our interest.

Furthermore FBHVC intend to improve communication on these and other matters to member clubs. We wish them well in their endeavours and support this measure.

Anyone wishing to receive a copy of the communication and 1998 Business plan should send an SAE to the editor.

Quarter Light Rubbers

As the price of these rubbers is expected to be between £55 - £65 for each window I shall be writing to all those members who registered an interest in the production of these rubbers

A deposit will be required when placing a definite order (probably in the region of 30 per cent) If any other members wish to be included will they please write to the Spares Secretary as soon as possible These rubbers are being produced to order only

LETTERS

Dear Ed,

As I opened the garage door the other day, the stale musty smell hit me full in the face, almost overpowering me. I peered into the gloom and all I could see was some dark shape in front of me, covered by a white sheet. Had I not known better, I would not have gone in.

Bravely I entered, carefully stepping over all the old cans, boxes and general rubbish which has collected over the years. I reached the front of my pride and joy, the Mayflower I call Mo.

I did the usual checks, whipped the dust sheet off, got in the car and after turning the ignition on, pulled out the starter, and nothing happened. Well, what did I expect!

I eventually managed to release the terminals from the battery with a few broken finger nails and bloody hands. (Oh for the joys of the open road! But not today!)

After being on charge overnight, and me being up with the larks next morning I was back with the car and for the life of me I just could not remember which way round the terminals went. After a short while I had worked it out. (A short circuit would have worked you out — Ed!) I pulled the starter and Mo started like a dream.

We had our first rally to go to. Somewhere in the wilds of Hertfordshire. Our route took us up through the winding streets of the capital, past Buckingham Palace,

along Park Lane of Monopoly board fame, and then we headed for Swiss Cottage and eventually the M1 motorway north. Along the route we had a few glances, friendly waves and honking horns! — I wonder why?

We turned on to the M25 London orbital motorway at Junction 21 driving anti-clockwise. Passing Junction 20 and were ready to take the next one, but found ourselves at 18. A word of warning, do not attempt to exit anti-clockwise at Junction 19 — you can't.

We got to the venue for the show about 15-20 minutes late. They let us in as we had a good excuse and found there was another Mayflower already there, which was a nice surprise. Considering the weather was mixed up, cold, wet but sometimes sunny, quite a few people turned up.

I was lucky enough to get a picture of the local Mayor and Mayoress next to my car. Neither of the Mayflowers won anything at the rally! But all the same it was nice meeting Terry Forey and may I thank him for letting me look inside his car, at the Langlebury School Farm rally, near Watford on the May 11. All proceeds from the show went to local charities and so it was nice to be able to help and enjoy ourselves at the same time.

Thanks go to you Phil for giving us a great magazine, keep up the good work.

Dave Stafford (822)
South Norwood, London SE25

Chairman's report

WEATHERWISE WE classic car owners have been able to get off to a good start with an extremely mild April enabling us to test out any modifications and improvements we have made to our vehicles during the winter break.

The UK tax concession does help in this respect, taking the gamble out of when is the most suitable month to tax the car for six months of usage on the road. I always find the summer months pass all too quickly with so many events clashing, it is a difficult task to choose particular events which will give the most pleasure and the best chance to meet fellow Mayflower owners.

My own particular plans include the Millerstein rally near Kelso from which I derived much pleasure last year. This takes place on the weekend of May 31/June 1, I hope that I enjoy this years gathering as much as last years.

I am also hoping to attend the new Southern Rally at Old Warden Aerodrome in Bedfordshire on Sunday 22nd June followed by a visit to Sledmore in the East Riding of Yorkshire the next Sunday.

I am looking forward to all these events but especially our own rally with TROC at Avoncroft Museum

of Historic Buildings in Bromsgrove in the Midlands on Sunday July 20. All these rallies are in most attractive surroundings with plenty to interest not only the enthusiast but also the family as well.

Thanks to 'Tripping Out', a North East tour operator, I was able to visit Alexandra Palace in North London on a day excursion back in mid-March, where I was able to surprise Howard Pryor exhibiting his Mayflower in very distinguished company and I was able to offer him a few hours support in what must have been quite an arduous weekend on the stand. It was great to meet Martin Bishop there and also to chat to the many admirers of Mayflowers in general and Howard's car in particular. Since then I noticed that Howard won the Post 1950 group at the Luton Hoo Greenwood's two-day exhibition.

No doubt UK readers of *Flower Power* will also have seen the Twix advert where a fleeting glimpse of John Oaker's flower (nicknamed DUL 1 for the commercial) is possible if you don't blink. We may be a small club but we can't say we have not received our fair share of publicity over the last two years.

I am sure most of our members would also find the article on engine transplants from Peter Burdge in the Spring edition of *Flower Power* most interesting. It is the first time that I have read so comprehensive a description of an

engine transplant into a Mayflower. It reminded me of seeing Peter Smith's 'Emma' which had also received similar treatment using a Herald engine. I'm sure any reader using his Mayflower as everyday transport will have much food for thought whenever a new head gasket replacement crops up.

Reader's of *Flower Power* in the North of England may be interested to know that there is a Mayflower being dismantled at Bally Motors in Doncaster. Bodily

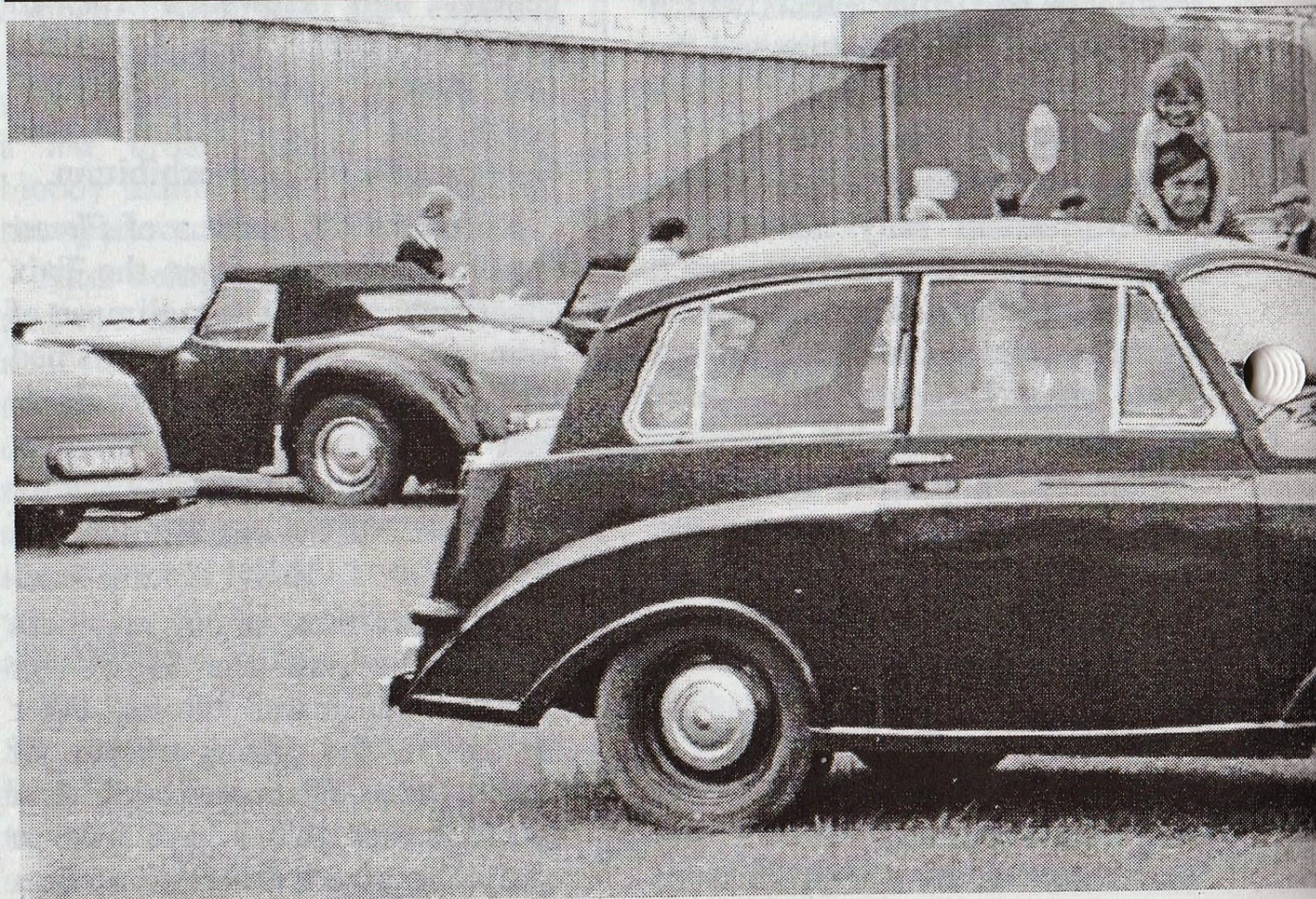
the vehicle is pretty hopeless but you may find that elusive item still available, I found two door pulls which I have been able to pass on to Glen Grossklags (Member 787) in Chicago. If you are interested telephone 01302 858805 and ask for Keith.

One final note just to wish all members an enjoyable summer with their classic and hopefully to meet up with them at Bromsgrove in July.

TRIUMPH MAYFLOWER FITTED CAR MATS

Now at last we are ready to produce a full set of four mats, with colours to suit your car, with the Mayflower motif embroidered on the front mats. They will be on view at the Annual Rally and you will be able to place your order.

Price is likely to be between £65 - £75 a set



Southern Rally report

by Howard Pryor

ALTHOUGH THE weather never looked promising from the beginning I suppose the rally really started on Saturday night with 18 people sitting down to dinner at the Stratton House Hotel in Biggleswade. From what I can remember a good humorous time was had by all.

On Sunday morning we arrived at Old Warden slightly late! We

managed to erect our shelters just in time for the first of a few showers (I lost count really).

We had three Mayflowers turn up with eventually 18 Roadsters. Two other Mayflower members also attended with their families but without their cars (Richard Root's being under restoration and Martin Bishop who chose to bring his Triumph Stag).

Helen Hunter won the Distance Award travelling all the way up from the Isle of Wight and John Gogay's car won the "Southern Belle" Award.

Our thanks must go to Bob Fitzall and his Triumph Roadster team for all their hard work and hopefully we can rally together again next year.



FLOWER POWER



Previous page: Club attenders and their cars (below). Above: Club tent



Something slightly different for the model collectors among you are these lorries I bought in Florida. The large one is 1/34 scale 1953 White 3000 Tractor with a 30ft trailer. The small one is made by Matchbox and believed to be made for the Canadian market. Details: ring Howard Pryor.

Health and Safety in the workshop and garage

Information sourced from the Department of Trade and Industry by Steve Coulman

HEALTH AND SAFETY is not confined only to the workplace, we should all give safety as much consideration as the work we intend to undertake on our car.

Planning a job in advance can, and will, save time, money, frustration, and the cat or dog a boot up the backside when we accidentally drop the thingymabob on our big toe, breaking both in the process!

Follow these simple rules and the cat, dog, thingymabob, and big toe will live to see another day . . .

Allow enough time for the job, don't rush or take short cuts, they can be costly and dangerous.

Read and follow the workshop manual. Carry out the work in a logical sequence, especially when taking the thingymabob apart, as this will allow you to put it back together again.

Choose the correct tool for the job, don't use ill fitting or inappropriate tools, I mean, who

ever grazed their knuckles using a spanner that was a bit too big 'coz they could'nt be bothered to crawl out from under the car ? I ask you !

When crawling under the car looking for a dropped ill fitting spanner never rely on a jack alone. Always use additional support such as axle stands or a pair of ramps with wheels securely chocked. Never use house bricks or concrete blocks.

Be aware of your limitations and always get help when lifting or moving heavy components, you've only got one back

Always wear safety glasses/eye protectors when using power tools such as sanders or grinders, or when spraying. (Our cat doesn't — Ed.)

Protect your hands and feet. Use barrier cream to protect your hands from dirt and chemicals, but ensure they are not slippery and always wear stout shoes preferably with steel toe caps. Gloves should be worn if rough or burred edges are involved.

Keep loose clothing or long hair out of the way of moving parts.

Never smoke or have any naked flame near the vehicle. Even the battery can give off flammable gas particularly when being charged.

Some parts of vehicle engines can reach over 400 degrees Celsius so burns and scalds can happen easily.

Never touch any part of the engine until it has cooled down,

also make sure that it has cooled sufficiently before draining the oil (remember to take the oil to the Oil Recycling Bank!).

Don't suddenly remove the filler cap from the cooling system or you may be scalded by escaping coolant. Put a folded rag over the cap and release the pressure gradually.

Fire extinguisher

Keep a multi-purpose type fire extinguisher in the garage, or near to hand, and make sure you know how to use it safely.

Whenever possible disconnect the battery earth terminal before working on the vehicle.

Remove rings, watches etc before working on electrical systems as they can cause a short circuit.

Don't use electric power tools in damp conditions and always use an RCD (residual current device) to give additional protection against the risk of electric shock.

Beware of creating a spark in the vicinity of fuel, fuel vapours, adhesives and cleaning materials.

If you use an inspection lamp when working on a vehicle watch out for the flex, if it gets caught in a door this could make the whole chassis live.

Take care when handling harmful substances, eg brake fluid or antifreeze and ensure they are kept out of sight and reach of children and always in their original containers. If you do

decant into another container then make sure that the label is transferred.

Never syphon toxic fluids such as fuel or brake fluid by mouth or allow them to remain on your skin.

Exhaust fumes are deadly. Never run the engine in an enclosed space such as a garage for more than a few seconds and always leave the garage doors open.

Take care when topping up and carrying the battery and wear gloves to protect your hands.

Always keep your work area tidy as it is all too easy to fall over thingymabobs left lying around.

Wipe up any oil or grease spillage straight away.

When working on a vehicle alone get someone to check periodically that all is well (get someone to bring you a cup of tea every 30 minutes! — I do).

If you leave a vehicle unattended whilst you are working on it make sure that children and animals cannot get inside or underneath it, and keep them away from the area. (there's nothing worse than a joy-riding five-year-old and his rabbit!)

ORIGINAL

WORKSHOP MANUAL

Good condition — £25.00

TEL: 01322 221493

The beached Mayflowers

by Loretta Pryor

WHAT A NICE surprise we had when we visited John and Joan Gogay while on our trip to Florida.

Before he was due to fly off to Florida John received a phone call from Glenn Grossklags, who lives in Chicago. Glenn wanted John to send some spares to him.

During the conversation it transpired that Glenn and his wife, and John and Joan would be in Florida in the same area at the same time therefore John arranged to take the parts with him.

We were visiting the Gogays for a couple of days in St Petersburg and unbeknown to ourselves John had arranged for the Chicago branch to meet us for lunch in the Beach Nuts bar on the beach.

The weather was atrocious, it didn't stop raining all day so the beach was deserted and so was the bar with the exception of the Mayflower tribe! The conversation was interesting and it was a wonderful surprise to meet someone else with a passion for Mayflowers who live on the other side of the Atlantic.

So thank you John it was a lovely surprise meeting our American friends and thank you for arranging lunch and maybe we will meet again at next year's rally.



From left to right: the Grossklags, the Gogays and the Pryors

Rally round-up

by Howard Pryor

I HOPE YOU are all ready booked in for the Annual Rally at the Avoncroft Museum of Historic Buildings on Sunday 20th July starting at 11.00 am (see inside back cover).

Our usual trophies are being presented: Concours Shield — self-judged by members attending; the Forbes Alexander Noncours Shield for the sorriest looking Mayflower (must have an MoT to qualify); Distance Award - make sure to zero your speedo before setting off from home; Chairman's Cup; Lady Driver's Award; and Achievement Shield.

Steve Coulman, our new historian, has invited Standard Triumph's head of the apprenticeship school at the time of the Mayflower production run.

So for this year, in honour of our guest, a special trophy will be given for the best unrestored Mayflower in attendance, chosen by our man from Standard Triumph.

Northern Rally

This year the rally will be held at Glanford Park (Scunthorpe United), Scunthorpe, North Lincolnshire on Sunday 27th July, starting at 8.00 am and finishing at 4.00 pm.

There is free entry to cars and passengers and you can come and go as you please. Prizes for exhibitors choice and the first 200 cars receive plaques.

Activities include five-a-side football tournament; assault course; helicopter rides; small autojumble; food; stalls; crafts; fair; brass band; etc. A true family day out.

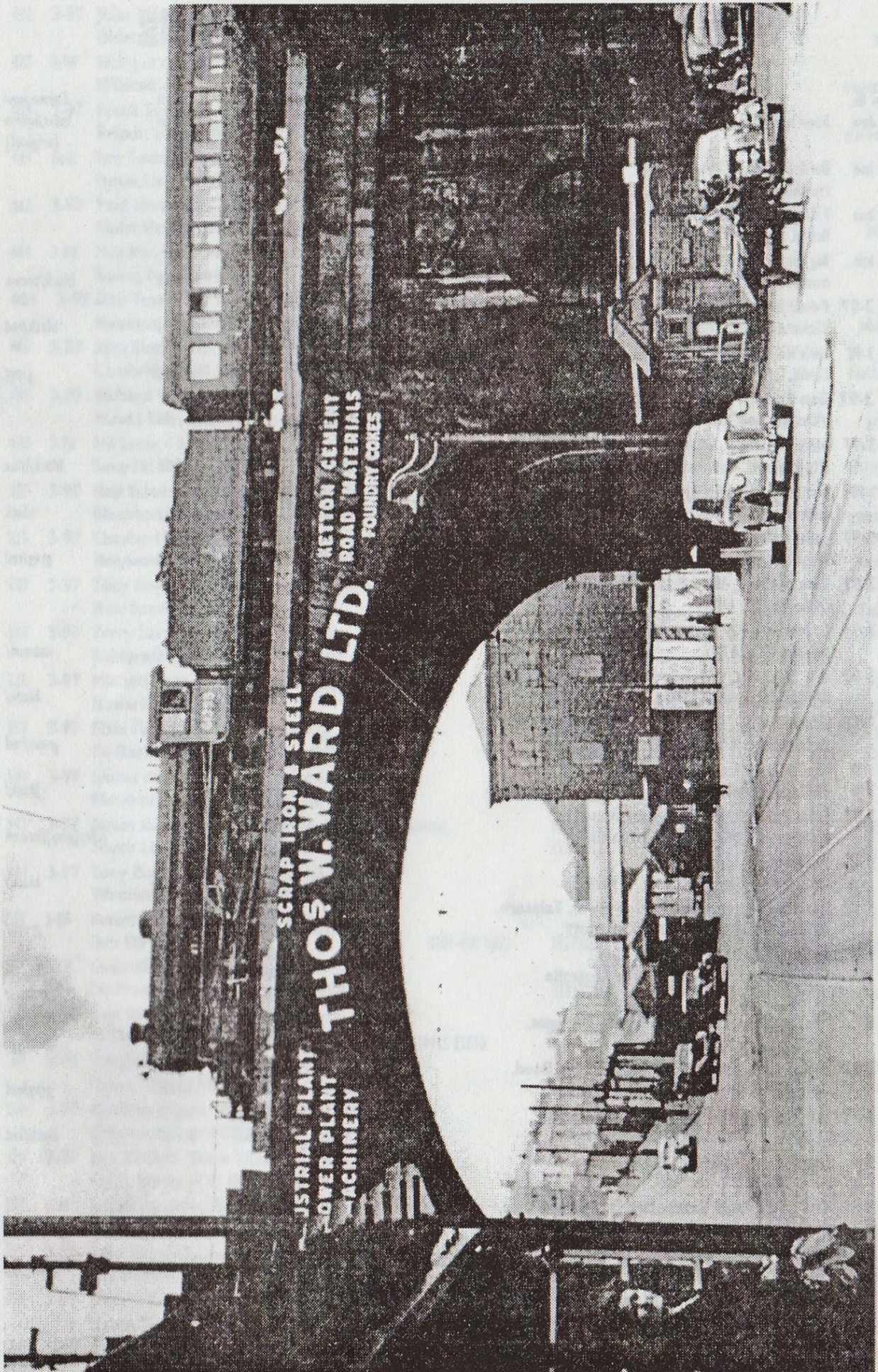
For more information ring Steve Coulman on 01724 762061 (home) or 01724 297629 (work).

Please note: these rallies are a complete change from previous years in answer to what you, the members, have asked for. Each one is packed with things for you to enjoy with your family. Please support them with or without your cars. If you do not bring your car, make yourself known to somebody because I have yet to meet an unfriendly Mayflower owner!

Happy Mayflowering, see you there.

**WANTED BY THE SPARES SECRETARY
OLD CLUTCH PLATES**

These are required for reconditioning by the Club



The Wicker, Sheffield, 1954, Mayflower OWA 847. On the bridge is LNER Class BI No. 61399 departing from Sheffield Victoria with a Manchester Piccadilly train

Membership and Vehicle Details

Member No. Expiry date	Name and address	Phone Number	Commission Number	Current Car reg & condition	Date first registered	Colour now exter/intern (original)
0	hon					
2	hon					
3	hon					
20	3-97					
55	3-98					
60	3-97					
119	3-97					
121	3-98					
138	3-97					
143	3-97					
147	3-97					
160	3-97					
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172	3-98					
185	3-97					
211	3-98					
230	3-97					
248	3-97					
262	Hon.					
316	3-97					
359	3-97					
364	Hon.					
373	3-97					
399	3-97					
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Unfortunately we are unable to show this information due to current Data Protection regulations

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I hope that the information on list is correct. As the 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.

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 1997-98 membership subscriptions which were due on April 1st 1997 (members in **bold type** are **overdue**). Please note that members who are not fully subscribed as of July 31st 1997 will not receive any further issues of *Flower Power* or be entitled to purchase spare parts. Subscriptions are: UK £20; Overseas £26. Any members in USA or Canada who would like to pay in dollars (U.S.) should make a personal cheque payable to J. Gogay for \$44.00.

**TRIUMPH MAYFLOWER CLUB
TRIUMPH RAZOREDGE
OWNERS CLUB LTD**

ANNUAL RALLY

to be held at

**AVONCROFT MUSEUM
OF HISTORIC BUILDINGS**

**Stoke Heath, Bromsgrove
Worcestershire on**

SUNDAY 20th JULY

commencing at 11.00 am

BE THERE!!

Bring along your motoring items to sell

