

THE
TRIUMPH
MAYFLOWER
CLUB

TECHNICALITIES: BODY, INTERIOR,
ACCESSORIES



February 2019 | Paul Burgess

CONTENTS

Alternative Pedal Floor Seals – Flower Power, Summer 1991	3
Refurbishing Door Trim – Flower Power, Summer 1991	3
Correct Adjustment of the Heater Controls – Flower Power, Spring 1990	3
Repairing A Smith’s Heater – ‘Roverdriver’, oldclassiccar.co.uk	4
Need Help Tuning Your Car Radio? – Flower Power, Spring 2006	8
Replacing Those Window Strips – Howard Pryor, Flower Power Winter 1993	9
Access To The Instrument Panel – Eddie Copson, Flower Power, Autumn 2004	10
Sagging Headlining - Eddie Copson, Flower Power, Winter 2002	10
Quieter Ride – Flowerman, Flower Power, Spring 2005	10
Door seal replacement – G D Hacker, Flower Power	11
Repairs to Quarterlight Rubbers – Phil Benson, Flower Power Spring 1992, Spring 2004, Autumn 2013	11
Repair of broken barrel locks – Flower Power Winter 1999	12
Door Lock Removal 1952 - 53 Mayflower – Flower Power Summer 1990, Spring 1986	12
Sagging Seats – Flower Power Autumn 1990, Winter 2001	13
Sill Replacement – Russ Hoenig, TMC website	14
Gadget for Wheel Changing – Standard Car Review, November 1952	18
Replacing the Dashboard Control Knobs – Michael Hudd, Flower Power, Spring 2017	18
Trader Service Data No 180 – Motor Trader 1951, Flower Power Spring 1988	20
Triumph Mayflower Wiring Diagram	22

Alternative Pedal Floor Seals – Flower Power, Summer 1991

Obtain two VW flasher rubbers; they are used on beetles to seal between the front wings and the light units. Now remove from each seal the pipe section which fits into its base (they just pull out). Pull the Flower carpets from the pedal area, pull off the old seals and rubbers and remove the footpads. The VW rubbers can now be slid down over the metal pedals. These should be a tight fit and can be lubricated with soap if necessary - do not use oil as this only rots the rubber. Finally clamp down the rubber and seal it to the car floor. A metal plate can be fabricated to do this with slots for the pedal movement. The plates or plate can be pop riveted or screwed to the floor with self tapping screws. The dimensions are not critical as long as the slots allow full and free movement of the pedals.

Refurbishing Door Trim – Flower Power, Summer 1991

When refurbishing the interior door, quarter panel and parcel shelf, the door panels can be removed by first depressing the plastic handle escutcheons and exposing the cotter pin which secures the handle to the driving shaft. The cotter pins are tapered so make sure you choose the smaller cross section of the pin and knock it out to release the handle and plastic trim.

The arm rest should now be removed by releasing the Morphy Screws which hold the arm in position; the panels can now be removed by springing free the retaining clips which secure the mill board to the frame. An old spatula with an half inch slot works well providing an even pressure and prevents damage to the board, rusty clips will break and can be replaced later, try to avoid using a screwdriver unless you want to damage the panel.

If the door panel has not been removed before you might be in for a surprise, the waterproof membrane fitted by the manufacturer was a sheet of vynide of the same colour as the car's interior. This can provide a valuable source of repair material when it comes to the parcel shelf, arm rests and other odd patches. The vynide cover will be stuck down on the reverse of the board and it should be released, you will now find two springs which apply a pressure to the vynide beneath the plastic handle escutcheons thus holding the escutcheon in place preventing the cotter pin from falling out.

With the vynide removed you will find a thin layer of cotton wadding glued to the mill board. If the mill board is damaged, broken or rotted by rain water it should be replaced using the old one as a pattern for the new which can be made of thin plywood, millboard or hardboard. Take care when positioning the holes for the clips. If you are replacing the vynide the old cover can also be used as a pattern for the new one.

When re-assembling a waterproof membrane must be fitted if you want the millboard to survive, a thick plastic sheet glued onto the door frame is the best solution. A cotton wadding should be glued to the millboard, but do not glue the leather cloth and don't forget to replace the two springs (wide spring to the cloth) before applying a contact adhesive to the rear of the board and outer edge of the leather cloth. You will find that four hands are better than two when it comes to sticking and stretching the leather cloth into position.

Fit the spring clips into position and align them all before you start snapping them back into position, the process is the same for the rear quarter panels, however if you want to make a good job remove the glove box. They are held in place by split rivets which can be pinched together and pushed out, refit using pop rivets and aluminium washers, after these you should find covering the parcel shelf simple.

When it comes to the door handles remove the foam cushion and peel off the vynide taking care not to damage the foam. If you do not feel happy about doing this simply cut away the glued vynide and glue the new cover over the top of the old vynide.

Correct Adjustment of the Heater Controls – Flower Power, Spring 1990

- a) Move ventilating control lever on facia panel to "off" position, the air valve lever on the heater unit should now be at its extreme forward position and negligible air should enter the car with the blower running.
- b) Move ventilating lever to "hot" position, the lever on the heater unit should now be at its extreme rearward position with the water valve about to commence closing (only slight movement of the water valve lever towards closed position).
- c) If the correct operation (a) (b) is not being obtained, the length of the inner member of the control cable must be adjusted. This may be done at the control end or the heater end, whichever is more convenient. Slacken clamping screw in cable trunnion, slide cable through by appropriate amount and re-tighten the screw. Re-check as in (a) and (b) above.
- d) Move ventilating control lever to "cold" position, the lever on the water valve should now be in the vertical position with the water flow to the heater cut off. After 2-3 minutes air entering the car should be cold. If it is not, it indicates that water is still entering the heater core. This may be checked by removing

the top water hose connection and observing if water comes from the heater core with the engine running, the open end of the hose should be blocked.

- e) If the water flow is not cut off as in (d) proceed as follows: With ventilating control lever still in "cold" position, slacken clamp screw holding water valve operating rod. Move the water valve independently of the heater valve, a slight resistance to motion should be felt as the lever approaches and passes the vertical position, this indicates that the valve is seating correctly. If resistance is not felt an adjustment should be made to the centre screw on the water valve lever, one quarter turn clockwise is usually sufficient. With ventilating lever still in "cold" position as (d), refit water valve operating rod, holding water valve lever in vertical position. Re-tighten clamp screw.
- f) Move the demisting control lever on fascia panel to "off" position, the demist valve lever on the heater unit should now be at its extreme forward position and no air should pass through the windscreen nozzles with the fan running.
- g) Move demisting control lever to "defrost" position, the lever on heater unit should now be at its extreme rearward position.
- h) If the correct operation at (a) or (b) is not being obtained adjustments must be made as for (c) above.

Repairing A Smith's Heater – 'Roverdriver', oldclassicar.co.uk

When acquired, our 1950 Rover 75 had the heater by-passed by a long length of hose. I had many more pressing tasks on the car, so it was only recently that I tackled the heater problem.

It was with some trepidation that I started to examine the unit and try to work out what might be wrong with it, and why it was disconnected. One thing was apparent, the die cast tube, part of the tap, that accepts the hose, was badly corroded, so much so that connecting a hose would be difficult. The tap is held by two cheese-head screws, and they resisted any attempt to undo them with the heater in situ. It became obvious that the whole heater assembly would have to be removed. I achieved that, and with the unit on the bench set to work.

There are two spring clips to hold the outer box in place and some small Phillips head self tapping screws securing the box and a narrow panel above the tap. On the 75 there is another panel on the side held with similar screws, and with those undone, an internal moving baffle can be withdrawn and the outer box lifted off.

Here is the tap-



As you can see there is not much of the hose-connecting 'snout' left. Using some lock-jaw pliers, I managed to start the two cheese head screws, then undid them with a screwdriver. I could then separate the tap from the heater matrix.



Both the tap and heater matrix were blocked. I managed to loosen the gunge that was in the matrix tube and then coupled it, via a hose, to the garden tap and flush the whole matrix through. I was pleased that there were no leaks to be seen.

Now to tackle the tap proper. It is held together with four set screws with nuts, and after undoing those, I was able to prise the two halves apart. Apart from all of the gunge, there was a strangely distorted piece of rubber inside.



The question now arose, what did that rubber look like originally and where can I find another one?



After cleaning the cavities inside the tap it became apparent that the screw and nut on the outside was an adjustment for the rubber diaphragm, and that a washer on the inside end of the screw should be embedded into that diaphragm. Now things started to become clear. The tap operates on a simple cam principle. As the outside lever moves, the cam causes the diaphragm to be pressed over the tap inlet to stop the flow, or alternatively to be withdrawn from it to allow the flow.

Perhaps that distorted old diaphragm was originally quite a simple shape. Now I needed some sheet rubber and suitable punches.



A car inner tube provided the rubber, but the large punch was less easy until I found a suitable sized piece of pipe- the internal diameter was the required one and seven eighths inches. Having sawn off a few inches of the pipe, I ground a cutting edge at one end, and proceeded to cut two rubber discs from the inner tube.

One of the discs had a small hole punched in the middle to allow the screw to pass through, but still retain the washer. The other disc was left whole. Then with the screw and washer in place, the two discs were glued together. Now I needed two smaller discs of about one and a quarter inches. These were cut and glued onto the assembly.



With that, the new diaphragm was test fitted into the tap half. After some testing and adjustment the two halves were reunited, and by blowing into the tap and moving the control rod I was fairly confident that the tap would work as intended.

Now to make a suitable connection for the hose to the tap. Much wire brushing and scraping ensued to get rid of the corrosion on the tap's snout. Next I took a very short piece of 3/4" ordinary household copper pipe, and belled the end to give more surface area for the eventual joint. Next came a 3/4" to 1/2" inch reducer, and finally a short length of 1/2" copper pipe.



After cleaning the copper inside and out, I sweated them together with ordinary solder.



Next I used an American product that restorers there swear by. It is called J.B. weld and is an extremely strong, epoxy type material. This I used to coat the 'snout' and interior of the 3/4 end of the pipe assembly. J.B. Weld is a slow-curing formula so it was left for 24 hours.



In the mean time, I worked on the main matrix assembly, cleaning the gears and freeing all moving parts. Now was the time to put the outer box case into place and test the whole thing for leaks and water flow. After that I wrestled the heater back into place on the car feeling rather pleased with the result.

I took the opportunity to drain and flush the radiator, and check the thermostat. Then I could fit the hoses to the heater and re-fill with water and corrosion inhibitor.

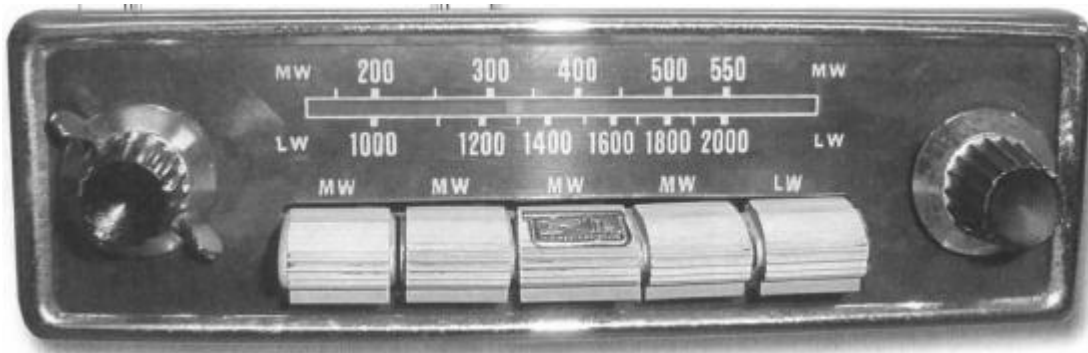
Before I started the job, I investigated buying a whole new tap. They are available in the U.K. for about £28 (plus postage to Australia). The Rover 75 tap, although built mostly the same way is slightly different from the other Rover P4 taps. The 75 tap has three positions- on, off, on, whereas the other heaters are simply 2 positions- on, off.

The job took a little time, but cost virtually nothing as I utilised items from my special 'spare parts department' otherwise known as my junk pile. I not only saved myself the purchase of a new tap, but have one that is a slightly modified 'original', whereas the new taps are quite different in appearance.

If you have problems with this style of heater, my advice is to take it out of the car and refurbish it as I have done. I was somewhat worried about the job, but in fact it turned out to be a fairly easy one.

Need Help Tuning Your Car Radio? – Flower Power, Spring 2006

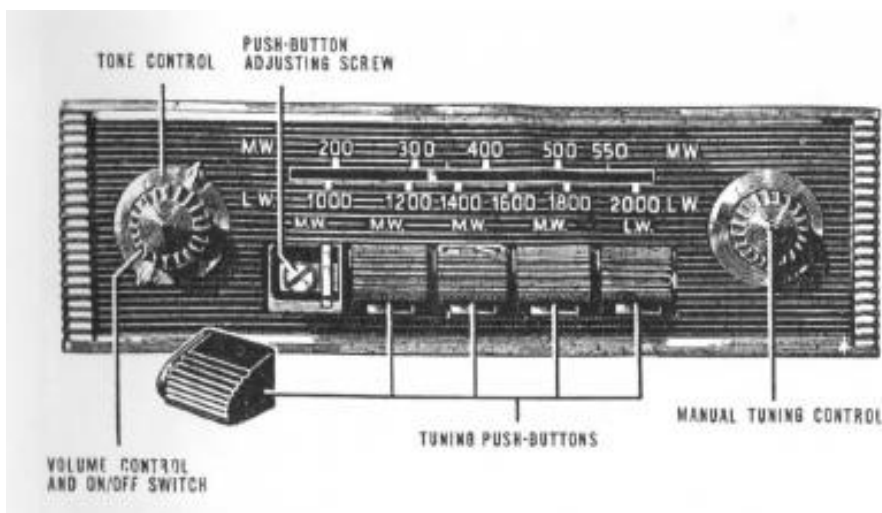
The Smiths Radiomobile MW/LW Model 4200 was recommended by Standard Triumph as the most appropriate receiver for the Mayflower. Here are the operating instructions.



SMITHS RADIO

The controls of these receivers are easy to operate. Nevertheless, read the instructions carefully so that you can get the best results from your His Master's Voice automobile radio.

OPERATING INSTRUCTIONS: MODEL 4200 (12 volt,) MODEL 4201 (6 volt)



THE CONTROLS for these receivers are shown in the illustration above.

THE COMBINED VOLUME CONTROL AND ON/OFF SWITCH is on the left of the five push buttons. This control switches the receiver on when turned clockwise and progressive rotation of the control increases the volume. Turning the control fully anti-clockwise will switch off the receiver. Allow about 40 seconds for the receiver to warm-up' after switching on.

THE TONE CONTROL is concentric with the Volume Control and On/Off Switch and provides selective tone correction for reproduction of either speech or music, by four separate tone settings. The control is turned fully anti-clockwise for speech and fully clockwise for music, the two intermediate settings being provided to suit individual taste.

THE MANUAL TUNING CONTROL is on the right of the push buttons and provides completely variable station selection. A feature of this control is that the knob will not engage the tuning mechanism until it is pressed in; otherwise the knob will idle. This prevents accidental disturbance of a station setting previously selected by a push-button.

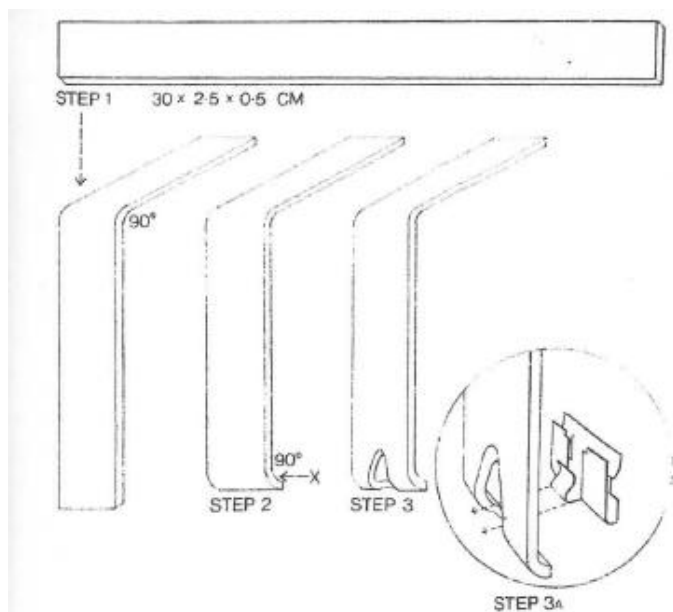
THE FIVE TUNING PUSH BUTTONS provide automatic tuning of five stations preselected from the Medium and Long wavebands. The right hand button provides for one station on the Long waveband, the four remaining buttons being employed for Medium Wave pre-selection. The indication MW (Medium Wave) or LW (Long Wave) is marked on the Tuning Scale immediately above each pushbutton. Wave-change switching is automatically effected when a button is pressed for any pre-selected station.

THE TUNING SCALE is divided into two sections — Medium Wave and Long Wave and is calibrated in wavelengths. The tuning pointer has a horizontal traverse and is viewed through a narrow window between the two scale sections. Illumination of the Tuning Scale is by means of edge-lighting.

TO SET UP THE TUNING PUSH BUTTONS

1. Select the waveband required by pressing the appropriate push-button.
2. Tune in the desired station by means of the Manual Tuning Control as described previously.
3. With the station accurately tuned-in, remove one of the push buttons by simply pulling outwards. A lip is provided on the underside of each button to facilitate removal.
4. Insert edge of small coin in screw-slot of button plunger and unscrew (i.e: anti-clockwise) about half a turn.
5. Push the plunger as far as it will go, release and retighten by means of screw slot.
6. Replace the button, which is now set to the desired station and independent of manual tuning. Proceed in the same manner for the remaining buttons.

Replacing Those Window Strips – Howard Pryor, Flower Power Winter 1993



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.

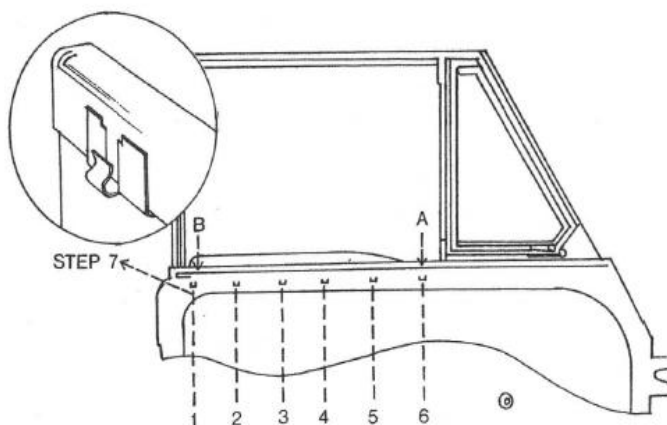
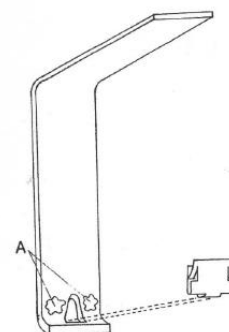
STEP3:

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.

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 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).

STEP 9:

Repeat Steps 6-8 both sides of glass in turn, fixing clips at points 2, 3, 4, 5, 6 in that order.

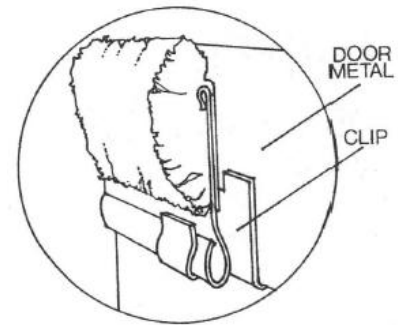
Note: fixing clips out of sequence will not facilitate the removal of the tool.

STEP 10:

Cut weather strip 0.5cm shorter than required length. Warning - do not fix the weather strip until both sides of the glass have got all the clips fitted.

STEP 11:

Press home weather strip into spring dip.



STEP 11

Access To The Instrument Panel – Eddie Copson, Flower Power, Autumn 2004

I have had this car for two years now and like everyone else must have had those four horrible brass wing nuts that secure the fascia panel on and off so many times you would think that screwing them back on should be easy, not a bit of it.

Well here is a modification readers may want to try. Remove the first three or four threads with a 5mm drill. This helps to align the nut on to the screws. But beware you must screw a 2BA screw into the back of the wing nut because the drill will snatch and remove all the threads!

Run the screw through after drilling to realign any damaged threads.

Sagging Headlining - Eddie Copson, Flower Power, Winter 2002

Just thought I would contribute to *Flower Power* on how I overcame the problem of sagging headlining. The headlining that was sagging was the one that has the interior light in it but the lining that tucks behind it was the main culprit. This one is a complex one that surrounds the rear window as well as behind the sagging headlining.

On removing the lining I was disappointed to see there is nothing but a hollow space behind the lining which was going to make it impossible to fix and hold the headlining up in position. The best way I found to overcome the problem was to lay the large headlining on top of the roof, dampen it with water and lay some weights on top to bring it back to its original shape. The roof's natural shape works well as a former.

The other lining that surrounds the rear window was also sagging so needed to be pulled back into position. To do this I needed to cut a 'V' shape in the headlining to allow it to go back. To overcome the problem of having nothing to fasten the lining to I purchased from a sheet of 4ft by 6mm MDF Bendy Board. This board has grooves cut in it which allows it to be formed into the shape of the roof.

To do this I cut two strips 3ins by 48ins of MDF, covered one surface with PVA wood glue and layered one on top of the other and slid them into position between the lining and the roof. When the glue was dry the laminated MDF held itself in position and the headlining was then fixed in position using screws. The large headlining having dried flat just twanged back into position.

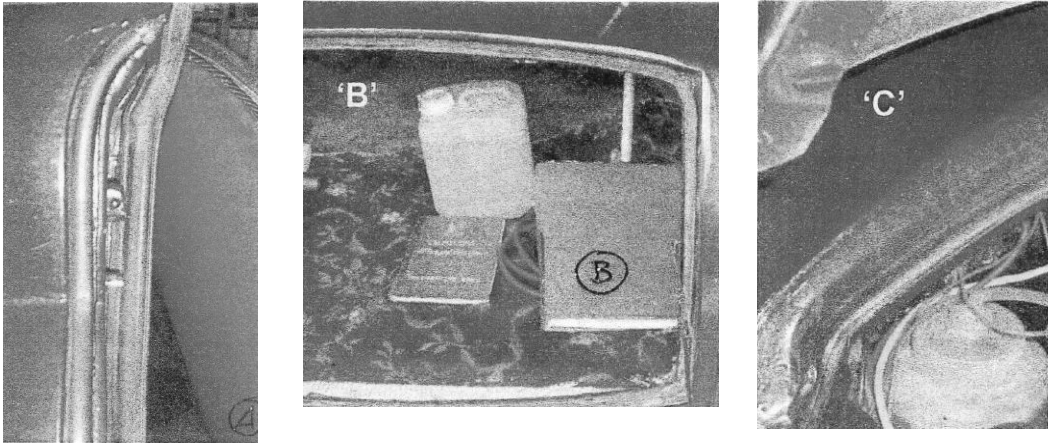
Quieter Ride – Flowerman, Flower Power, Spring 2005

Place one or two layers of sound deadening felt cut to shape under the rear seat. This will provide a much quieter ride. An even greater effect if felt is also placed under the rubber boot liner.

Door seal replacement – G D Hacker, Flower Power

My trade before being made redundant was a domestic appliance engineer. One of the appliances I repaired were washing machines. I found the back plate gasket for a Hotpoint WM63 fitted the door slam (picture A).

The boot seal was made up of the Hoover Matchbox back plate gasket using three gaskets shown in the picture B. The bonnet seal nearest the windscreen was also a back plate seal from a Bendix 7142 A, Picture C.



Repairs to Quarterlight Rubbers – Phil Benson, Flower Power Spring 1992, Spring 2004, Autumn 2013

MAYFLOWERS, especially from hot climates, often suffer from cracked, broken or just hard vent rubbers. The following is suggested as a means for repair which, if not to concours standard, is perfectly satisfactory in performance and appearance I have only had to repair the front vents but there is no reason why the rear ones should not be similar.

There are two different rubber sections required, one for the front and bottom of the vent and the other for the rear next to the main window (you need a sharp Stanley knife):

The " B " section is simple. East Kent Trim Supplies can provide a rubber seal 1455J (Catalogue p. 13) which will fit perfectly (see note below). You need three feet to do two front vents and if the old rubber is carefully removed (one of mine just fell out!) and the slot carefully cleaned with a screwdriver, the new rubber is an easy fit. No glue is necessary.

The "A" sections are more complicated but are not too difficult if you can manage a steady hand and a steady eye.

As far as I know the correct rubber section is not available but the trick is to buy from Woolies (a) three feet of their rubber seal R219 (Catalogue p. 16) and (b) a 3g tube of Loctite Super Glue. The first step is to cut away the old exposed "flap" from inside the chromium slot, leaving the rest of the existing rubber as a base onto which you can glue the new rubber, thus:

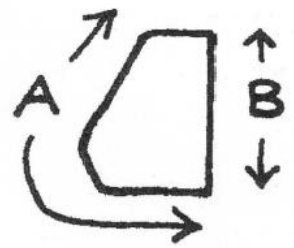


Diagram of the original Quarterlight Rubber



The next step is to cut the length of new rubber required for each part, making sure it fits. The final step is to smear a little Super Glue (with extreme care!) on the cut, exposed, face of the old rubber still in the slot and then carefully and firmly press the new rubber down onto it.

To help you do this you will find that the new rubber can be eased up first and will hold by friction long enough for you to squeeze the glue between it and the old rubber.

There is enough clearance between the moveable vent glass and the fixed surround to allow the glass to close over the new rubber. If tight, just trim with the knife.

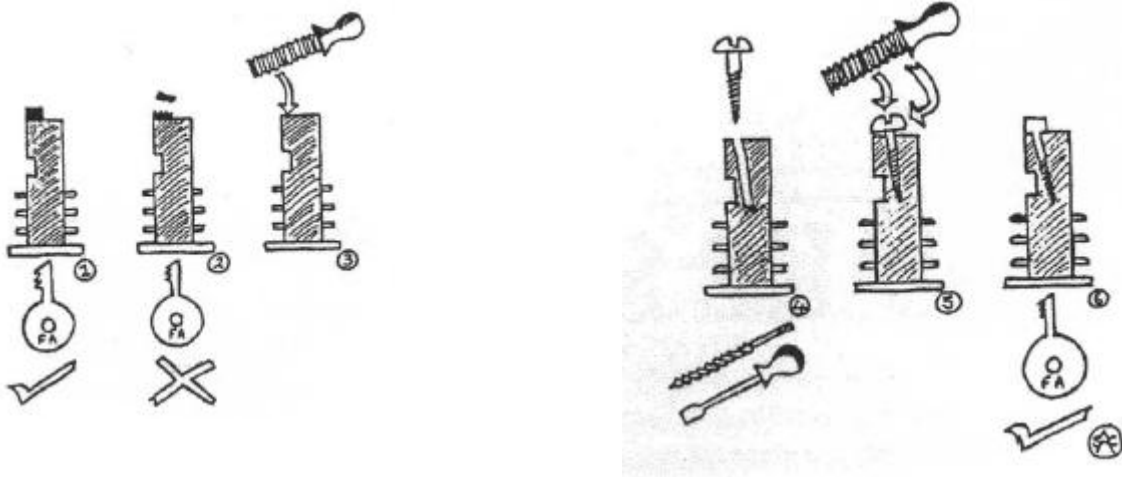


Note: Phoenix Supplies can supply IRS 1455J but I found IRS 1652 from them a better (and cheaper) option, Paul Burgess.

Repair of broken barrel locks – Flower Power Winter 1999

Unable to find new or replacement locks for the boot and bonnet I decided to have a go at repairing the barrels myself. This turned out to be a lot easier than I thought. Follow these simple instructions and accompanying sketches to be safe and secure again. However, the barrels are made of very soft 'monkey metal' so take care.

1. When new the barrel has a nib on the end that acts as a cam to engage the lock. Nothing fancy or complicated.
2. Due to abuse or fair wear and tear the nibs break off or wear down so that the lock becomes inoperative.
3. With a soft file gently remove the remainder of the nib leaving the end of the barrel flush.
4. Drill a pilot hole at an angle into the barrel starting from where the nib has been removed. Gently insert a suitably sized self-tapping screw.
5. File off the head of the screw to dimensions similar to the original. There is a certain amount of guesswork here but I got it right on both occasions (clever old me).
6. Refit the barrel and lock up your Mayflower.



Door Lock Removal 1952 - 53 Mayflower – Flower Power Summer 1990, Spring 1986

To remove the door locks and their remote controls, the following procedure should be carried out:

Remove Inside Handles

With a screwdriver, lever the escutcheon fitted to the remote control handle clear of the handle shank. Using an awl or similar tool, push out the drive pin. Repeat this procedure with the window regulator handle (fig 1).

Remove Armrest

Undo the two sleeve nuts and pull the armrest clear of its studs.

Remove Trim Panel

Insert the blade of a large screwdriver at the upper edge of the trim panel (fig 2). Carefully prise clear the spring clips located in holes around the inner door panel. Pull the panel clear of the door. Remove the escutcheon springs from the remote control and window regulator spindles. Pull the leather cloth cover from the inner door panel.

Remove the Outside Handle

Remove the screw in the shut flange of the door. Pull the handle simultaneously rearwards out of the clip at its forward end and out-wards clear of the door.

Remove the Glass Channel Fixings

Prise out the three rubber plugs in the shut face of the door. Remove the three set screws exposed (fig 3). Remove the two screws at the upper end of the rear channel. Remove the two screws at the rear end of the top channel. Remove the split pins and washers holding together the two sections of the remote control connecting link. With the glass at the top of its travel, pull the top of the rear channel rearwards.

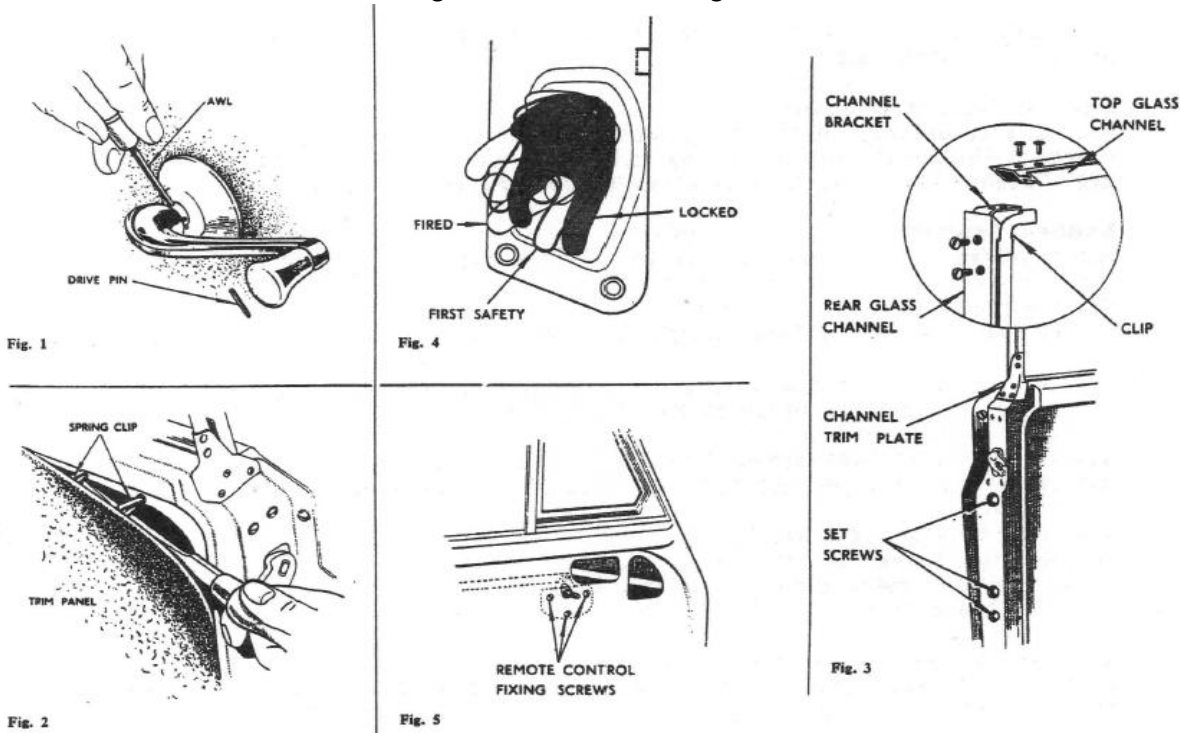
Removing the Lock

Turn the outside latch to fully locked (fig 4) . Remove the four screws holding the lock to the door. Work the latch through the cut-out in the door shut face. The lock will now be held between the shut face of the door

and the uppermost of the three rear channel attachment brackets. Slowly and with care, work the lock downwards clear of the bracket. This operation is difficult and requires patience if it is to be accomplished without distorting the lock, shut face or bracket. Once clear of the bracket the lock can be extracted from the door.

Removing the Remote Control

Remove the three screws securing the remote control to the inner door panel (fig 5). Work the unit downwards and forwards to allow the connecting link to clear the front glass channel.



Sagging Seats – Flower Power Autumn 1990, Winter 2001

Is your Mayflower suffering from sagging seats? If so this might help. Remove the offending seat to your workbench, an examination of the underside may well expose two common faults on the front seats. You should find the spring layout as shown in fig. 1. The shaded area is that which suffers from sagging, an examination may well show the spring marked " X " has broken. The cause is generally rust weakening the spring, caused in many cases by prolonged dampness and drying out under the seats.

If you are going to recover the seats the spring can be replaced, however, if the seats are in good condition replacing the spring is not easy but you can affect a temporary repair. Strap a three inch piece of spring steel to the existing broken section and bind with heavy gauge wire, and then solder the binding wire.

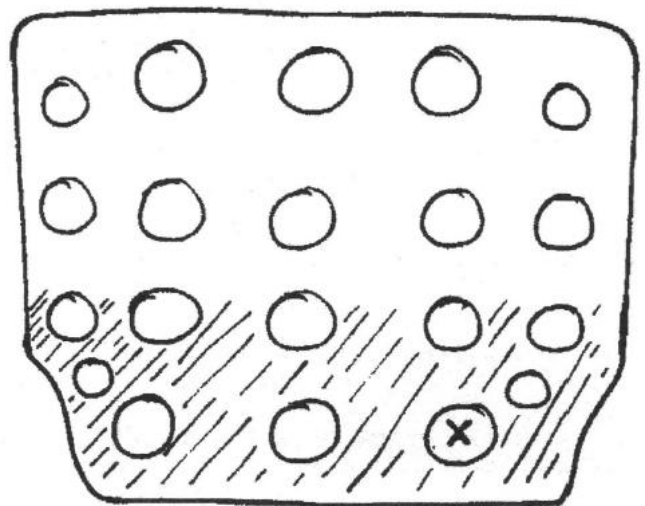


Fig. 1 — Rear of seat

This works surprisingly well and to boost the filling in the shaded area a double fold of ordinary household carpet manoeuvred into position will level it out. This will at least help until you are ready to repair and recover the seat.

The next problem concerns the front swivel bar. It is attached to the seat frame by two steel dowels secured by split pins. The problem is that the split pins break off leaving the dowel to move out of position. Seat movement is incorrect and also causes the rake of the back rest to move further back than normal. In addition it can allow the side of the back rest to hit the door armrest when moved forward, causing wearing of the fabric on the back rest.

When refitting the dowels ensure that a washer is between the frame and split pin (see fig. 2).

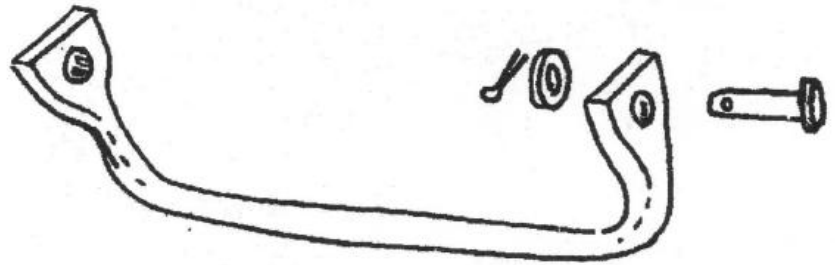


Fig. 2 — Front swivel bar showing the method of attachment

Sill Replacement – Russ Hoenig, TMC website

Before we start, I had read or been told that you can tell a Mayflower that has had the sills replaced because the jacking points are missing. At the time, thought this odd, but had no idea what was behind the comment. When you look at the before and after pictures, there was a lot of work involved and it was all done to match what was done originally. This was not hard to do but it did take a lot of time and discussion to understand the sequence and not resort to US construction methods.

When you start, save every bit and piece that you remove until the job is completed. Here in the US, you just cannot go next door or to a used car lot to examine a Mayflower to see and answer your questions. These little saved bits will help down the road.

Make sure everything is clean. We blasted all this area with glass beads several times. As you disassemble, if rust or rust proofing is uncovered, re-blast the area. Our goal was to recreate the Mayflower structure and to do it in such a way that corrosion would not be an issue for the next 50 years. Metal cleanliness cannot be stressed enough during assembly. All inside surfaces were primed, rust proofed and rust proofed again, then oiled prior to painting.

Take more photographs than you think you need. The minor details will be worth everything to you later in the project. I have many more detail photos than shown below. The first group of photos is before and during disassembly. The Mayflower is one very strong structure as designed when everything is welded together.

Start the repair from the inside and work outward, so first are the inner corners. Once they are done and the floor and frame are completely solid, come the outriggers.

Now, what follows is my experience and comments only and may not represent what is normal. All the bodywork was done on TT 20192 by Brad Mahle, who learned the trade from his dad. Both were/are esteemed as body builders in a large area around where we live. The cars they have created are legendary and all still exist. Not bad for a little town of 6000 souls and in an area where wildlife outnumber people 100 to 1. Brad was perfectly capable of creating any panels we needed, but I insisted we obtain panels from the person that advertises in the Flower Power.

I ordered 1 front and 1 rear outrigger to use as patterns to make duplicates for the other side, both inner sills, both outer sills, and 2 front fender (rear) repair panels, and the caps to seal off the front of the sills. An English friend took delivery and re-mailed them to the US for us. Brad calls later and tells me to come down and look at these panels. The photos show some of the details I saw.

The outriggers were too large, the inner sills were OK (inner sills are a simple “flat U” that your local tin smith can make up for you), the end caps to seal off the sills were not correct and the outer sills were different side to side by as much as 5/16” top to bottom.

All of this easily corrected, but the outer sills concerned us. We believed that originally there should have been a 1/16” to 1/8” down and inward slope to the lower portion of the outer sills to allow drainage. One of the supplied outer sills would have given us a ¼” drop which would have been visible after assembly and the other would have been so tall that it would have formed a “V” trap on the outer area of the sill with no possible drainage. Definitely different side to side and most likely, not what Triumph would have designed but to find out, we positioned a 2 x 10 under the frame rails and measured up to various spots on the door sills. This was to make sure that the door openings were the same side to side and we were not missing something. They are identical.

What was found with the front fender patch panels, the raised arch was so wide that the panel could have fit the original contour below the sill. Photos show this. The fender patches were altered and used, the inner sills were used with no issue. The outer sills were used by sectioning both to achieve the correct height. Then you have to use care in positioning them to achieve a proper and good-looking bottom door gap. This was done prior to welding the top and lower portion of the sectioned sill together. The too tall outriggers were cut up and the metal used as patches (they did not have the original reinforcing “X”. The sill caps were not used. On the good side, all of these panels showed us how they were formed and functioned. We would have never thought to add the drainage “V” creases into the lower sills without these panels.

All of this may explain the comment of the lack of “jacking points on Mayflowers”! Without all this panel work, the jacking points would not have fit on one side of the car and would have hung visibly lower on the other.

As you see in the photos, the busiest joint is the forward area of the sill construction directly behind the front wheel opening. This area is almost always gone. We were not sure as to how the lower portion of the dirt/stone/splash inner fender shield fit, so we used an upside down “open P” joint to overlap all the metal pieces at the top of the sill cap and secured the splash shield with 2 sheet metal screws. This is one area that originality is in question but it is a very effective seal when using seam sealer. All these seams are pulled and sealed together and the overlap of the inner fender shield covers up the “messy” joint area.

Do not forget the wiring pass thru hole in the right rear inner sill. The grommet can be installed from the rear seat with the door card off if you have small hands.

The end result is an extremely strong body unit that should last another 50+ years easily.

In the Beginning:



Inside Corners, frame and floors:



Outriggers:



Supplied Panels:



Outer Sills & end cap:



Front fender patches:



Finished:



Gadget for Wheel Changing – Standard Car Review, November 1952

The spare wheel of the Triumph Mayflower is neatly stowed in a shaped tray beneath luggage locker. This arrangement means greater luggage space, no soiling of clean luggage by invariably dirty spare wheel, and it is never necessary to unload luggage to reach wheel. The out-of-sight spare wheel tray is raised or lowered with

minimum effort by simple mechanism operated from inside boot. When lowered it is only necessary to release catch, lower tray to ground and slide out wheel, this is easily and rapidly accomplished, especially if the owner makes himself familiar with mechanism before an emergency arises. The extra leverage of this easily made device invented and described here by an enthusiastic Triumph Mayflower owner makes the operation easier than ever and will no doubt be appreciated by less agile owners.

The tool I have designed renders the removal and replacement of the spare wheel quite easy. The tool consists of a triangle of 1/8" iron plate, the base of which is 8 1/2" long and 5" to the apex. To this is fastened a hardwood handle by a bolt and a screw. The handle tapers from 1/2" to 1 1/4" on one face and is 1" parallel on the other face and 2 feet long.

The iron plate fits into the converging rails under the spare wheel carrier—thus forming a handle which protrudes beyond the bumper at the back of the car and provides a leverage with which to raise and lower the spare wheel.

The procedure is : open the locker and remove the "tool" from the corner in which it is housed (Fig. 1), hook it into the converging rails as described above (illustrated in Fig. 2), unscrew the bolt which secures the spare wheel to its full

extent (see Triumph Mayflower Instruction Book page 37), close locker.

Holding the end of the protruding handle with the left hand, disengage the catch with the right hand and lower the handle on to the ground (Figs. 3 and 4). It is then quite easy to withdraw the spare wheel and to replace it. The leverage provided makes the lifting of the wheel carrier into place and the securing of the catch, very easy operations. Pushing the tool forward disengages it from the rails, so that it can be withdrawn. Finally the locker is opened, the nut which secures the catch done up and the tool replaced in the corner of the locker, which seems to have been designed to take it.

It is a simple gadget, is easy to make and very effective in use.

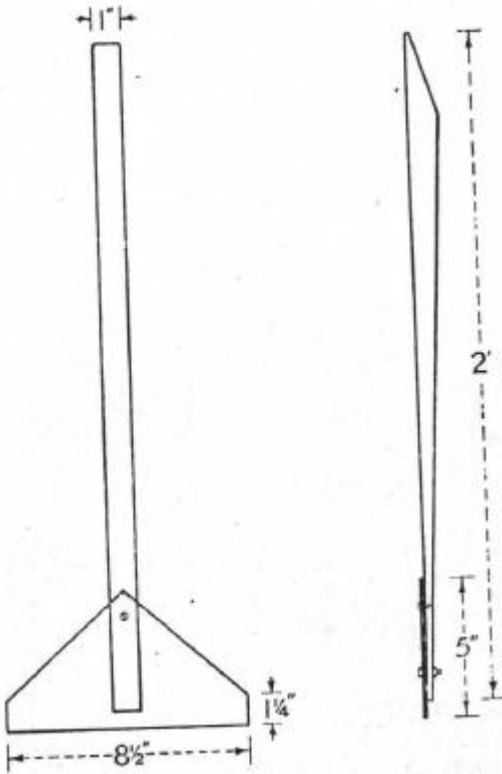


Fig. 3

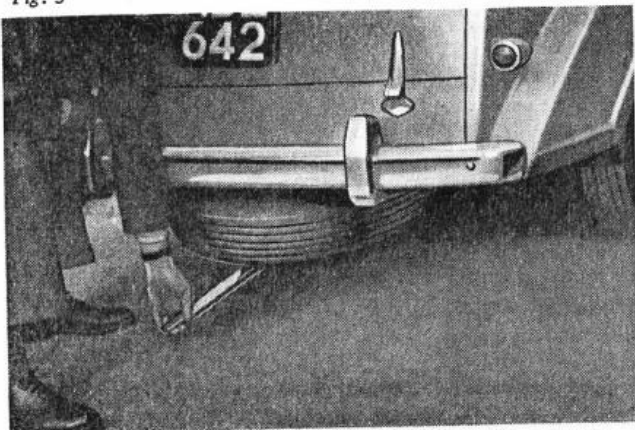
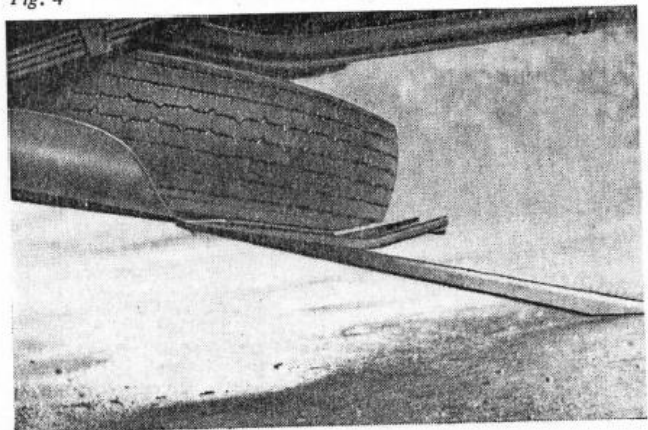


Fig. 4



Replacing the Dashboard Control Knobs – Michael Hudd, Flower Power, Spring 2017

Whoever said that plastics would outlast us all had clearly never owned a Triumph Mayflower. Because over the years I've watched with despair as the effects of light and heat gradually reduced my car's dashboard control knobs to objects closely resembling King Tut's fingers. Yes folks there was nothing for it, I simply had to contact our own Spares Secretary and purchase a complete set of modern replacements.

Well the order was placed and in due time an excellent assortment arrived, exactly the right colour and finished to a very high standard. Now came the problem. How on earth were these knobs to be fitted? I suppose I'd vaguely hoped that they might all have screwed on like the heater control, or perhaps a set of instructions would have come along with the parts, but it was not to be. So instead I set out to discover things for myself.



Beginning with the starter control, in point of fact the easiest to remove, I soon discovered a hole at the base of that knob containing what appeared to be a fixing pin. One mirror and a stiff neck later I'd satisfied myself that all the knobs, plus the ignition/lights controls, were secured in the same manner.

Now with the old starter knob held in a vice I managed to tap this pin in using a small metal drift and then succeeded in pulling the cable free. As you can see what I discovered was a six sided metal insert which remained fixed to the plastic knob thanks to a tiny metal leaf spring.

In principle this held the pin always proud of the surface so all you had to do was depress it; slide the insert inside the hole at the back of each knob; and as soon as that pin came to the securing hole it would spring out and make everything secure.

Alas over time the spring had simply rusted to dust so another method of fixing would have to be employed. It then occurred to me that the now redundant pin was very close in size to some 4m machine bolts I happened to have in stock.



So after carefully drilling out the hole in the plastic so one of these would slide in and out freely I cut a 4m thread into the metal insert. As an unobtrusive fixing was required I simply cut the head from each bolt, carefully added a screwdriver slot with a hacksaw and turned them into grub screws.

As you may judge the result appears quite professional with the added bonus that as screws secure the controls future removal should be an easy task.



As I said the starter control I removed completely before working on it but it is just as easy to remove the old knobs *in situ* provided you do so with great care.

First detach the black plastic dashboard cover, this is held on with four large brass wing nuts. Then gently and I mean gently, cut away at the old plastic knob with a junior hacksaw. As soon as you feel metal to metal contact stop!

After a few cuts it should be possible to prise away at the old plastic with a screwdriver bit and detach it piece by piece. After this it's just a matter of cleaning up the metal with wire wool and cutting your screw thread.

The ignition/light switch still used the same loaded pin arrangement to retain its plastic surround but here a more robust circular spring was employed.

This I found still viable so using a small "G" clamp and copious amounts of WD40 I worked the pin in and out until I was able to slip the new cover in place.



As I said before, the heater control just screws into place. After that it's simply a case of cleaning everything up and reassembling.

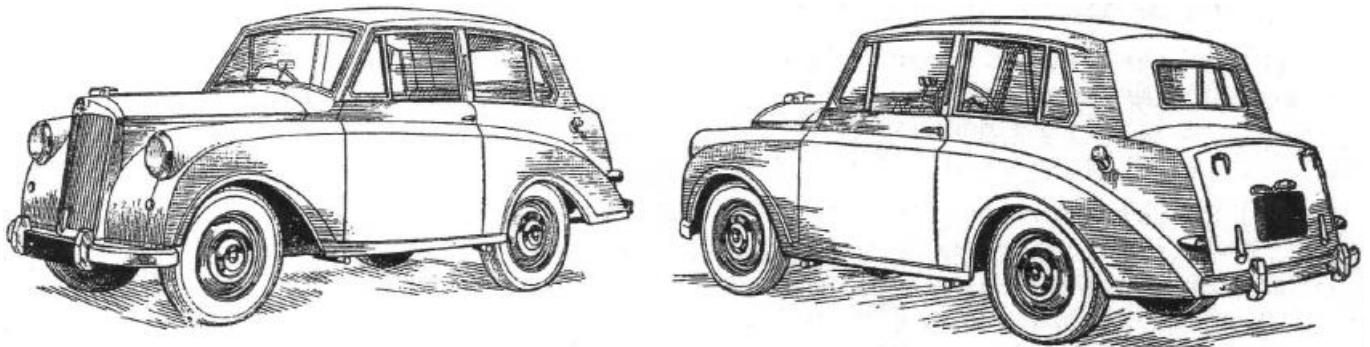


Trader Service Data No 180 – Motor Trader 1951, Flower Power Spring 1988

Triumph Mayflower Type 1200T 1950 - 51

Manufacturers: Standard Motor Co., Ltd., Banner Lane (Regd. Offices), Coventry.

Sales and Service: Fletchamstead Highway, Coventry.



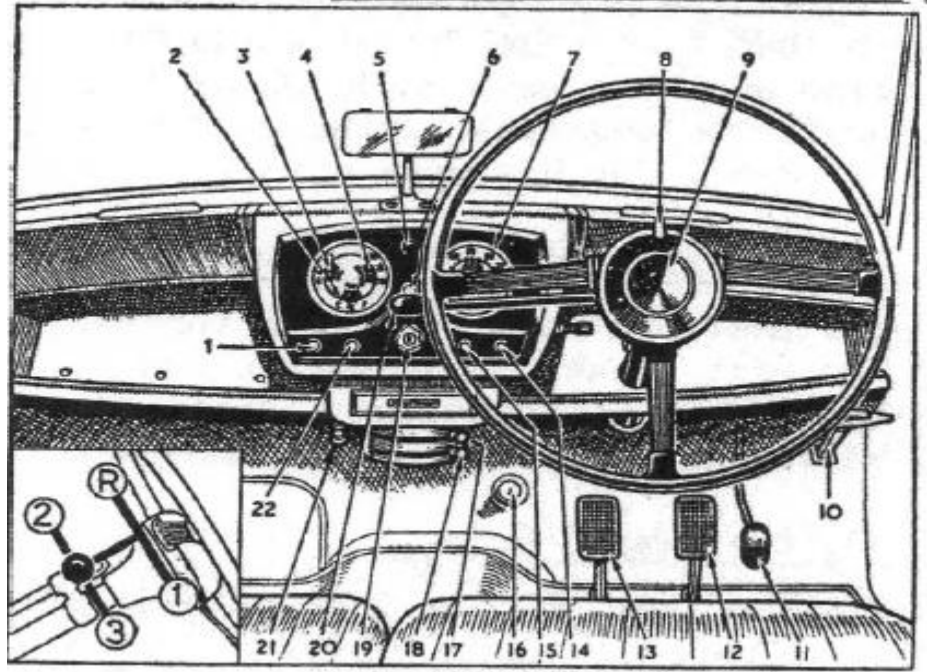
DISTINGUISHING FEATURES—Only change in outward appearance has been fitting of block lenses to headlamps

Introduced at the 1949 Earls Court Motor Show, the Mayflower came into production in May, 1950. Original in styling, the car has an integral chassis and body. Independent front suspension with coil springs, a side-valve engine based on that of the pre-war Standard Ten, and a transmission on the same lines as the Standard Vanguard. Engineering changes introduced since the car was first produced are listed here.

Commission numbers (car serial numbers) starting at 1, prefixed TT and suffixed D L, indicating body type, are stamped on a plate on the near side of the scuttle under the bonnet. Engine serial numbers, also starting at 1, prefixed TT and suffixed E, are stamped on a boss at the offside rear of the engine below the oil filler. Engine and car numbers do not necessarily correspond.

Instruments and Controls:

1. Choke
2. Petrol gauge
3. Oil pressure gauge
4. Water temperature gauge
5. Ignition warning light
6. Heater motor switch
7. Speedometer
8. Trafficator switch
9. Horn push
10. Handbrake
11. Accelerator
12. Brake pedal
13. Clutch pedal
14. Starter switch
15. Screenwiper switch
16. Dipper switch
17. Heater air control
18. Demister control
19. Lighting and ignition switch
20. Gear lever
21. Scuttle ventilator control
22. Panel and roof lamp switch



BODY DETAILS

GENERAL DATA		
Wheelbase		7ft 0in
Track : front		3ft 10in
rear		4ft 1in
Turning circle		34ft 0in
Ground clearance		7in
Weight (dry)		18½ cwt
Tyre size		5.50-15
Overall length		13ft 0in
Overall width		5ft 2in
Overall height		5ft 2in

For access to instrument wiring detach millboard trim panels on either side of panel, and detach moulded cover (four thumb-nuts behind). Disconnect oil gauge pipe and speedo drive, and choke and starter wires at engine end. Pull out knobs and wires, and detach inner panel (six screws and cage nuts), taking care not to damage temperature gauge tubing.

Screen wiper drive accessible after removal of inner instrument panel.

Petrol tank is integral with floor of boot. To remove, disconnect filler hose, wire from gauge at tank unit, and suction pipe (below). Take out 18 setscrews round edge and lift out tank.

TRAILER ATTACHMENT

Bumper brackets are strong enough to take proprietary towing fixture. Towing capacity is 14-18 cwt.

ELECTRICAL DATA Lucas Equipment		
	Model	Service No.
Dynamo : early	G39PV	22250F
later	G39PV	22258A
Starter : early	M35G-1	25034
later	M35G-1	25022E
Starter switch	ST19/1	764401
Lighting and ignition switch	PRS2	31194
Control box : early	RF98/2	37048A
later	RB106-1	37138A
Battery	GTW7A	—
Distributor... ..	DKYH4A	40232
Coil	Q12	45020
Headlamps : early : N/S... ..	F700Mk3	30835
O/S... ..	F700Mk3	30836
block lens	F700Mk3	50949
Side lamps	489	52139
Stop/tail lamps	488	53211
Number plate lamp	467/2	53093
Trafficators	SF34N	54039
Screenwiper	CR5	75064
Horns : high note	WT614	69012
low note	WT614	69011
Fuse box : early	SF4	37134A
later	SF6	37132A

BULBS			
	Voltage	Wattage	Lucas No.
Headlamps :			
home n/s	12	36/36	300
home o/s	12	36	162
double dip... ..	12	42/36	354
export r.h.d.	12	36/36	300
export l.h.d.	12	36/36	301
Side lamps	12	6	989
Stop/tail lamps	12	6/24	353
Number plate lamps :			
either	12	6	989
or	12	4	994
Ignition warning and panel lamps	12	2.2	987
Trafficators (festoos)	12	3	256
Interior lamp (festoos)	12	6	254
FUSES			
Accessories	35 amperes		FA35
Horns	50 amperes		FA50

TRIUMPH MAYFLOWER WIRING DIAGRAM

