

Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2009 No. 131



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2009-2010

CHAIRMAN	VACANT
VICE CHAIRMAN	Howard Pryor, 12 Park Road, High Barnet, Herts EN5 5SQ - Tel: 020-8440 8623 E-mail: howard.pryor@tiscali.co.uk
GENERAL AND MEMBERSHIP SECRETARY	John Oaker, 19 Broadway North, Walsall, West Midlands WS1 2QG - Tel: (01922) 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY	John Gogay, Cherry Hinton, Orchard Way, Wilmington, Kent DA2 7ER - Tel: (01322) 221493 E-mail: jgogay@aol.com
TREASURER	Paul Norton, 29 Teeswater Close, Stoke Heath, Bromsgrove, Worcs B60 3PX - Tel: (01527) 575651 E-mail: tv520@hotmail.co.uk
EDITOR	Nico ten Wolde, Meernijk 110, 3454 HV De Meem, The Netherlands - E-mail: nicotenwolde@planet.nl
RALLY SECRETARY	VACANT
SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
REGALIA SECRETARY & SECONDHAND SPARES	Fred Newman, Pippbrook, Pope House Lane, Ashford Rd, St Michaels, Tenterden, Kent TN30 6SS Tel: 01580 765951
CLUB HISTORIAN	Steve Coulman, 23 Park St, Messingham, N. Lincs DN17 3RU - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley - Tel: 01732 849140 Peter Benfield - Tel: 01609 761260 Steve Coulman - Tel: 01724 762061 Larry Spouler (Canada) - Tel: (+00) 1-604-272-7250
CO-OPTED MEMBERS	Maurice Wilkes and Clive Lungmuss
WEBMASTER	Robert Gannon, 269 Chippenham Lane, Hockessin, Delaware 19707 Tel: (+00) 1-302-234-1131 - E-mail: trsix74@comcast.net

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

FLOWER POWER
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Cover: John Gogay's Mayflower with a splendid backdrop of West Heath School in Sevenoaks, Kent, while on duty at a friend's daughters wedding in September 2009.

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.



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Editorial

by Nico ten Wolde

FIRST OF ALL I would like to say "thank you" to all those members who have kindly supplied material for this issue. It is always great to receive articles for the editions of *Flower Power*.

If you have any restoration tips, rally reports or other interesting material please send them through. My details can be found on the inside front cover.

We have received the sad news from the son of one of the founders of the club, Derek Goodyear. Derek sadly passed away on October 17, aged 77. Our hearts go out to Derek's family. We have received some memories from his son, Mark, and they appear on page 5.

The winter will be coming soon, so most of our cars will probably not be on the road for a few months. The perfect opportunity to start some small restoration work or fix those things that stopped working and of course undertake the routine maintenance.

When you are working on your vehicle please do not forget to take a few pictures and send them to me along with few words. We do need more material to fill future issues of *Flower Power*.

Website

Apart from the magazine we have a Mayflower website which is packed with useful information and a great place (as well as the magazine!) to place an advertisement to sell or buy cars or parts.

Please have a look at the site at www.triumphmayflowerclub.com.

Well, that's it for now, please keep on writing and enjoy the magazine and the website. I wish you a Merry Christmas and a Happy New Year. I do hope to finally be able to attend one of the meetings in the UK with my Mayflower in 2010.

**WHEN ORDERING PARTS
FROM THE NEW
SPARES SECRETARY**

**Please remember
to include:**

**Part numbers
Your name
and address
and cheque
for payment**

Copy dates

Future copy deadlines for the next three editions of *Flower Power* are March 1; June 1 and September 1 2010. All correspondence should be sent to Nico ten Wolde by post or by e-mail, address details are on the inside front cover.

New members

Once again, on behalf of the club, a warm welcome to the following new members:

1098
1099
1100
1101
1102
1103
1104
1105
1106

We look forward to meeting you at the AGM on March 21, 2010, at the Holiday Inn in Walsall. Details will be in *Flower Power*.

NEW FRONT SIDE LIGHTS

£27.50

Available From the Spares Secretary

Letters

Another renovation started

Dear John,

I thought I would give you a update for the magazine on the history and hopefully rebirth of USJ 272. I acquired her in August this year from a friend who had not got the time to work on her due to another ongoing restoration.

At the beginning of August my wife and I completed the Transpennine Run in a 1934 Morris Tonner bread van for the Co-op Transport Department where I work as a mechanic. On the run we spotted a Mayflower outside the original Harry Ramsden's chip shop near Harrogate and decided this was the ideal size car to renovate as I have limited garage space.

I am only the third owner of the car, it has had a lot of work done at some stage, very little rot on it and the underneath is very good.

The engine was in bits and the wiring loom rotten. I hope to get it running in the New Year. Its supposed to be comet blue but it has been hand painted at some stage.

I am now in the process of cleaning, rubbing down and bond priming all metal parts. Hopefully it will turn out okay and run well. It is not going to be a show car just a nice Sunday afternoon practical classic. Will keep you informed.

Regards

Steve Wittin (1097), Birmingham



FOR SALE

TRIUMPH MAYFLOWER WORKSHOP MANUAL

in very good condition. George Algar, former Mayflower owner from the 60s who found the manual in a garage clearout!!!

Contact 01279 435894 (Harlow Essex)
Make him an offer that he can't refuse

RALLY NEWS . . .

Golden Jubilee Rally

By Bob Wyatt, Triumph Roadster Club

NEXT YEAR sees the 50th year of Triumph Roadster rallying; it will be our Golden Jubilee.

To this end we are trying to arrange something special and we would like you to consider attending, even if you are not a regular at the annual rallies, so that we can have 50 cars present on the field for our 50th anniversary. (As a guide we usually get between 30 and 40 Roadsters, so every extra one will be a significant step towards the 50.)

To mark the event there will be something special for all those who make it.

We have now been able to finalise arrangements and the rally will be at Kelmarsh Hall, near Market Harborough (not far from Stanford Hall where we had a very successful rally a few years ago). This is another fine example of a Palladian building with in this case extensive pleasure gardens and a very attractive site.

We have negotiated an inclusive cost for the entry of £5.00 per person and this includes a guided tour of the house, normally closed on Sundays, which will be opened especially for us if we so wish. I would therefore like those wishing to go on the house tour to inform me in due course (a reminder will be posted in the Review nearer the time) as this guided tour depends on the numbers taking up the offer.

Three Swans Hotel

We have managed to obtain accommodation and dining at the Three Swans Hotel in Kettering. This hotel did us very well last time we used it when we went to Stanford, the accommodation was good and the meal particularly fine. This year we shall be having a larger room for the meal as we are hoping for a bumper turnout for this anniversary event.

So please mark your next year's diaries with the following information: Roadster Rally; Sunday June 27. Dinner: Saturday June 26 2010.

Rooms will be available on the usual basis at £79.00 (bed and breakfast) for doubles, some

Singles are available. Further information including booking details, menus and dinner details will be printed nearer the time.

I look forward to seeing you there. This is a great opportunity to be a part of Roadster history so please make the effort to come; the venue has been especially chosen as being easily accessible from most points of the compass and easy ways round Northampton will be published for those who would rather avoid this town centre.

The venue is easily accessible from the hotel (about seven miles) and the venue itself may be accessed from fairly quiet roads. It lies on the A508 just north of where it passes over the A14 and there is no need to use the A14 itself should one wish to avoid it.

Although this information was produced for members of the Triumph Roadster Club because we share the event it also applies to members of the Mayflower Club and as we, at present, have no Rally Secretary it was the easiest way of informing members of the rally details. Further details will of course be included in the next edition of Flower Power.

WANTED

BY CLUB MEMBER

**GOOD USABLE
OR
REBUILT ENGINE**

FOR MY 1953 MAYFLOWER

Please contact:

Rainer Herbst at
Dr-herbst@web.de
or Tel: 0049-160-97957670

Derek Goodyear and the TMC

by his son Mark

IT ALL BEGAN when we were on holiday in Brean, Somerset in 1974. We passed another Mayflower coming in the opposite direction, we turned around and travelled back and met the other Mayflower.

Derek got chatting to the driver Terry Mills and they arranged to meet back home in Bristol at the end of there holidays. From this meeting they formed the Triumph Mayflower Club with early members that I can remember being Reg Varney, Ted Berry, Phil Hall (Derek's father in law) and Peter Burge.

One of there first meetings was in Chipping Sodbury High Street near Bristol which we have a photo but can't seem to find at the moment.

There were meetings and rallies to follow as the club expanded and at these rallies I can remember the drivers playing a game called

musical cars where they would drive around the chairs and stop to the music, then the kids would jump out and make a run for the chairs, maybe this is not allowed these days!!

They would also drive the Mayflowers through bamboo sticks like limbo, so not allowing the roof or the side of the car to touch, the drivers loved it and some demolished the bamboo sticks.

Derek sadly passed away on October 17 2009 aged 77 years

IN MEMORIAM

Derek Goodyear

17th October 2009



An early photo from 1974 of Derek with his Mayflower, maybe you could let me know if his old car is still running

What a waste

By Robert Leitch

THIS MORNING I was in idle conversation with the sales manager at Crossflags in Dumfries (a BMW and Mini dealer) when I spotted what could only be a Triumph Mayflower in the furthest corner of the yard.

I made mention of this and was told that it was "a sad tale". It had been traded in for a Mini under the Government's Scrappage Scheme and as disposal of scrappage cars is dealt with centrally by BMW GB, the dealer has no control over its fate.



It is not a concours example but surely a car which has been on the road for at least 56 years deserves better than enforced destruction in order that its keeper can save £2000 on a new Mini which must still have cost more than four times that amount?

DVLA Registration details

The vehicle details for 773 XUC are: date of liability — 01-08-2010; date of first registration — 18-07-1951; year of manufacture — not available; cylinder capacity (cc) — 1247; CO₂ emissions — not available; fuel type — petrol; export marker — not applicable; vehicle status — licence not due; vehicle colour — maroon; vehicle type approval — null.

The information contained on this page is correct at the time of enquiry.



This could be the oldest scrappage car yet. I have posted the pictures and details on a number of classic car forums and have also written to the managing director of BMW UK.

I don't hold out much hope from the latter action — they will probably cite the Nuremberg (home of Siegfried Bettmann!) defence.

Anyone else have any thoughts on the scheme, please let me know — Ed.

Severn Valley Railway Classic Car Day

on October 10 2009 by John Oaker

IT SOUNDS like the prize that you didn't want to win on *Blind Date* with Cilla Black but please read on . . . It all started at the annual rally at Ragley Hall. I reminded Paul Norton about a conversation we had many months earlier about his participation at the Severn Valley Railway Classic Car Day in 2008.

I was keen to take part this year, so I was asking about "the ropes!" His take on it was that I was too late to apply because cars were allocated parking spaces at the stations along the Severn Valley Railway and these were taken up very quickly.

Next day, on the telephone, his words came true. "But," said the nice man "if you leave me your details, make of car etc someone may drop out and I will contact you."

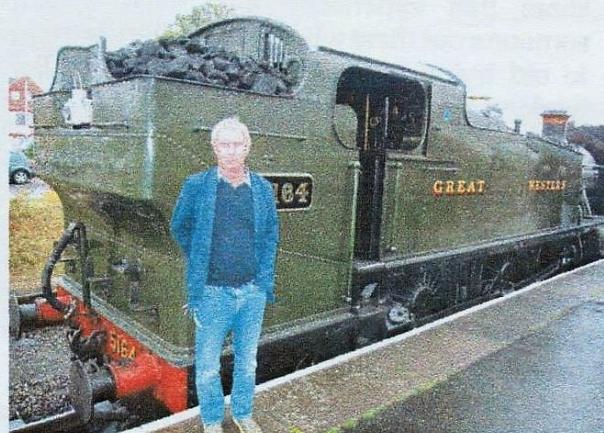
So, my Mayflower was on the substitute's bench, waiting for the nod to get into the game. The call never came until the end of September. Yes a Morris 8 had pulled out from the Highley Station forecourt and did I want the place?



Paul Norton's car and a little green giant

The appeal of cheap day rail travel and lots of old cars won me over quickly. The Mayflower hadn't had its engine turned over since it wouldn't turn over on rally day! As the member with the least knowledge of what's under the bonnet, my garage sorted its problems and gave the car its MoT and a quick check over.

The big day had arrived. Sandwiches, Brexton picnic box, wife and car ready and an early morning start through Wolverhampton and along the A454 Bridgnorth Road. Then the B455, steep hills up, steep hills down and some fierce bends make this road unfriendly to Mayflowers and their drivers and passengers.



Me and 5164 about to leave Kidderminster

Highley was reached, Mayflower parked up, tickets bought, day begun. It's a strange sensation to be stood on a station platform watching in the distance other car enthusiasts and ordinary people looking over your car.

I just hope that the grown ups were being kind. The Mayflower always seemed to be the biggest draw in the group at Highley Station, because, as we know, there was one in every street when we were kids!

We enjoyed the train journey through Bewdley to Kidderminster. Steam trains, I love them, the sight, smell, sound and the nostalgia. Kidderminster Station was host to a fine array of classics from the 1920s to the 1980s.

Paul Norton's beautiful shiny Mayflower was there, again attracting a lot of attention. The rest of the day consisted of being on the train again, looking at more trains, looking at more cars, eating more sandwiches, bumping into Paul Norton and his friend Don Cluley.

Don had come in a beautiful Cluley motor car, made in Coventry by his family. His car was the large blue vehicle on the station concourse at Kidderminster. I wished that I had paid more attention to it. Next time I will and there will be a next time.

I was proud to be a Mayflower owner and this was the first time, apart from our rally when I showed off my Mayflower. Next year I will give it another go. The wife's just read this through and her jury is still out!

Automotech Scissor Lift

by Club Member

AFTER RECENTLY making what was possibly my biggest purchase to help maintain and work on the Triumph Mayflower I thought I would share that experience and hope it helps someone out there who is also getting fed up or to old trying to fix a fault lying on the floor working in a restricted space.

After something like 40 years of using jacks to raise cars to a height that only gave limited access then placing axle stands under for safety I decided a change was needed. After some consideration I eliminated four post lifts on the grounds of limited space, two post lifts fell into the same category.

The first scissor lift I saw had the draw back of limited access in the middle, I then saw at a car rally a scissor lift that gave the access I thought I needed.

I chose the Automotech lift for two reasons, the company is situated about nine miles from my home and the locking mechanism to prevent the lift accidentally lowering seemed a more substantial design.

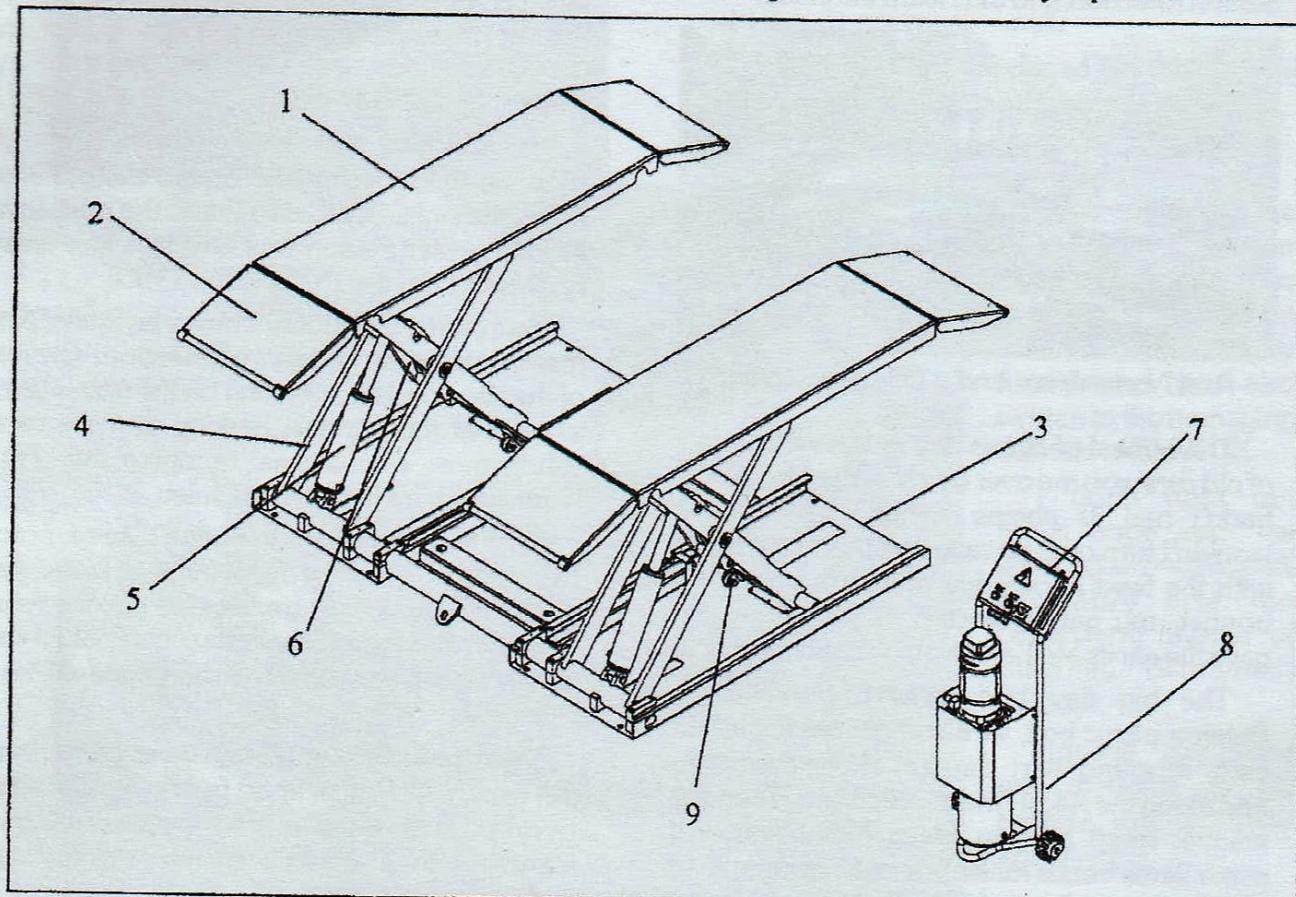
Essentially you drive over the lift and the ramps are raised lifting the car under the chassis. The rubber blocks provided with the lift were not suitable for placing between the ramp and the chassis as the Mayflower was to short.

I used additional wooden blocks to ensure that the chassis was lifted as the wheels came in contact with the ground.

The surface mounted lift has been designed for the lifting of motor vehicles for maintenance. All mechanical frames, such as platforms, extensions, base frames and arms have been built in steel plate to make the frame stiff and strong while keeping a low weight.

As shown in Fig. 1, the lift is composed of two platforms (1) each equipped with N2 ramps (2), placed on the ground by means of two base frames (3). Platform are linked to the base frame by means of a scissor lifting system.

The lifting system of each platform is composed of N2 arms (4) and a cylinder (5). Motion is transmitted by a lever system from the cylinders to the lever arm (6). Lowering and lifting are carried out by operation of the





The Triumph Mayflower on the ramps. The lift is at about half height. In this picture it can be seen that the front wheels are just on the edge of the lifting platform.

lifting are carried out by operation of control unit (7) which is placed on a carriage (8).

The lift is equipped with N2 bolster beams in front and rear, connected between two base frames to keep the two platforms always leveled during lifting and lowering. On the portable type, N2 wheels (9) are installed on the base.

SIZE AND MAIN FEATURES

CAPACITY	3000kg
Max. lifting height	1000mm
Min. lift height	105mm
Length of the platform	1420mm
Width of platform	490mm
Free width between platforms	860mm
Overall length	2158mm
Overall width	1840mm
Lifting time	35 secretary
Lowering time	40 secretary
Compressed air pressure	6 bar-8 bar
Noise level	80 dB(A)/1m
Working temperature	-10C - 40C
Average weight of package	600g



Grandson Max (5) is about to raise his pedal car for its annual service. Note the hardhat, overalls and wheel chocks. Ramp in the down position

This scissor lift is not the answer to all problems but does go a long way to resolving the one of easier access. Further information: Automotech Services Ltd. Telephone: 01889 579945.

Letters

Door seal replacement continued . . .

Dear all,

In the last *Flower Power* there was an article on "Door Seal Replacement". My trade before being made redundant was a domestic appliance engineer.

One of the appliances I repaired were washing machines of which I used the Backplate gasket for a Hotpoint WM63 which is round and found it fitted the door slam (picture right).

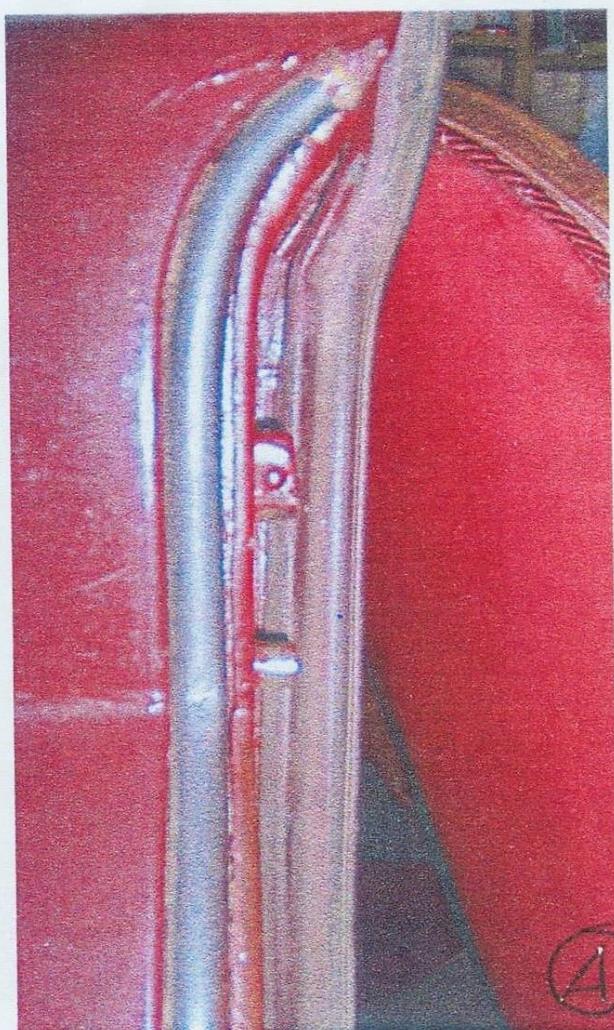
The boot seal was made up of the Hoover Matchbox Backplate gasket using three gaskets shown in the picture below 'B'.

The bonnet seal nearest the windscreen was also a backplate seal from a Bendix 7142 A, below 'C'.

So if any members have problems pop along to your local domestic appliance repair shop, they may be glad to get rid of them (old stock) at a good price.

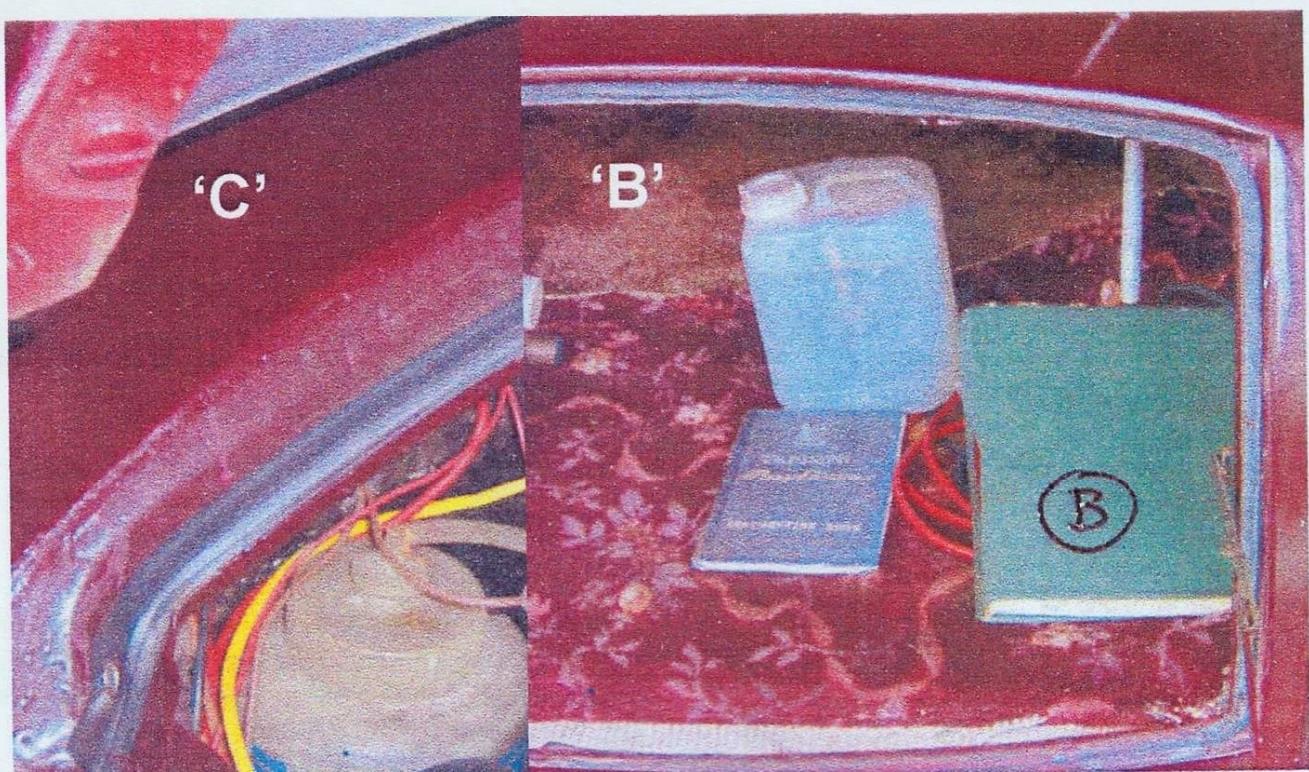
Yours sincerely

G.D. Hacker (978), Brentwood, Essex



Door slam using the Hotpoint gasket

Below the boot and bonnet seals



Marty's Mayflower

Dear Ed,

Well whaddya know – I'm finally out from under those dust covers. It's been a few years since I felt the wind on my windscreens but a couple of months ago, I was whisked away on a trailer from my last home near the coast and found myself in the Perth Hills (Western Australia).

I'm a pretty tidy piece on the outside, with a good paint job, nice chrome and new upholstery but sadly neglected when it comes to all those mechanical bits. Well, it has been 19 years since I was registered for road use and I'm sure my previous owners all intended to sort these things out.

But what a busy time I've had of it since the move. Everything and anything mechanical has been taken off, cleaned up or entirely replaced. I've been jacked up and down so many times, I feel like a yo-yo. New wiring everywhere, new brake hoses, new master cylinders, new this and new that, the engine's been hoisted out, cleaned up and painted and

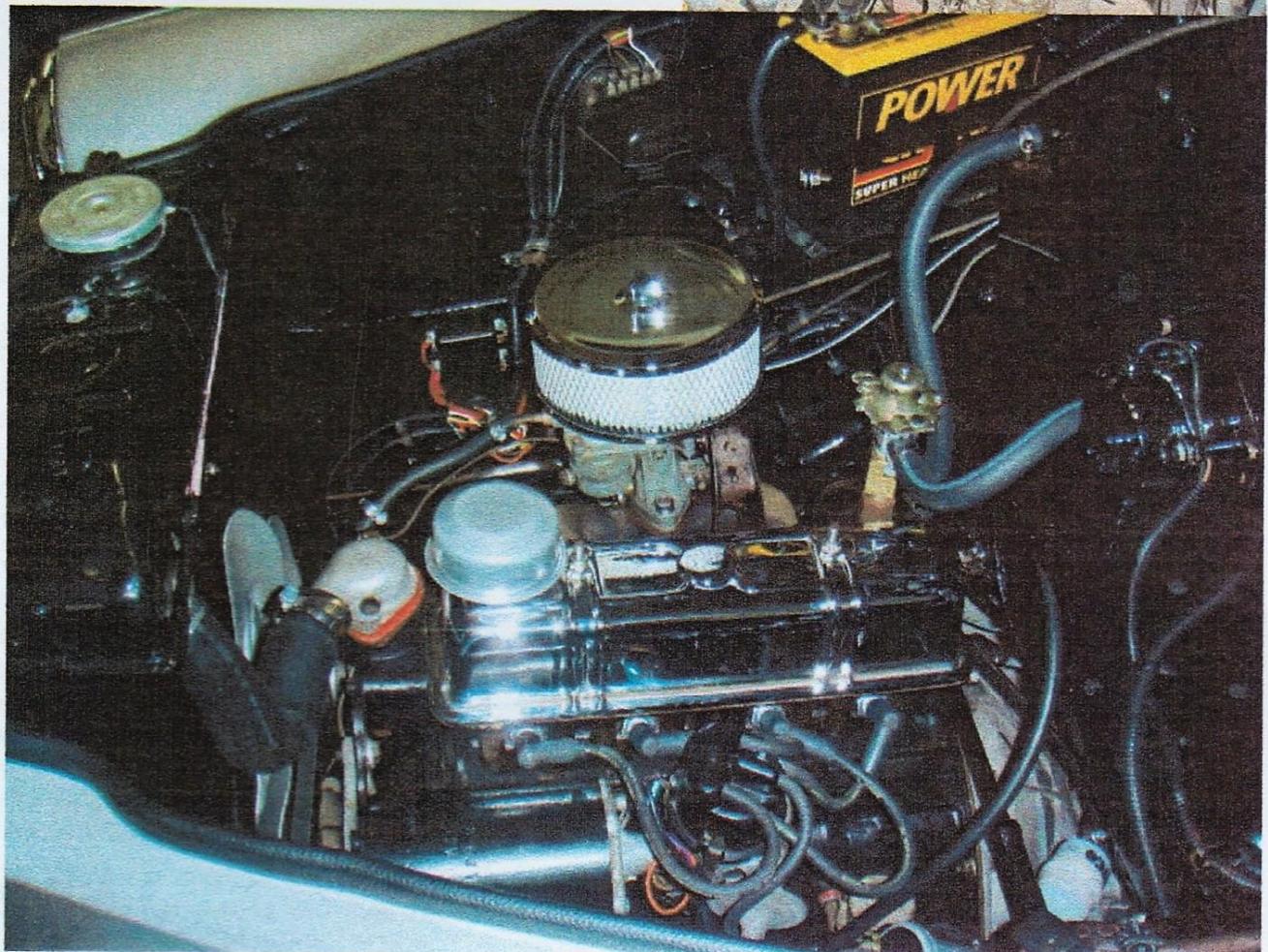
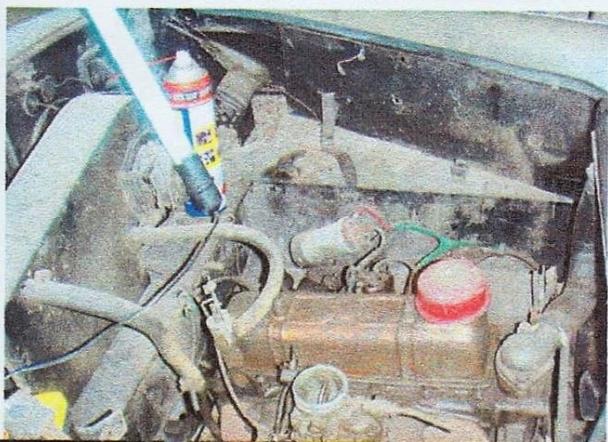
no-one can tell me I've got a screw loose anymore.

I feel practically brand new all over (if I can remember what that was like back in 1951) and all I need now is a new exhaust system, a few minor adjustments and I'll be ready to be taken over the pits for re-licensing – how exciting! I can hardly wait!

Maybe I'll have some new adventures to tell next time....

STOP PRESS!!! I'm now officially allowed on the road – fully licensed and raring to go!!!

*Best regards,
Marty Lily (1083), Western Australia*



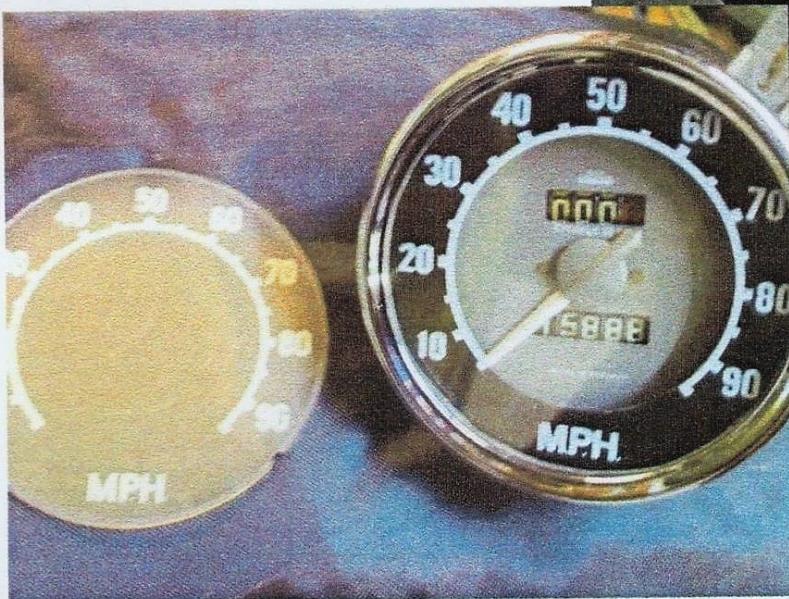
Letters**Renewing the speedometer lens**

Hello John

I have solved a problem that may help others in the club as well. The speedometer lens is made of a plastic material that over its 50 years has gone cloudy and makes it very difficult to read the odometer and trip meter.

The solution was to have the numbers and circular scale applied to a glass lens and reinsert this into the original gauge. The pictures show the difference very clearly (excuse the pun).

I can have more made and mailed to any member wishing to have one. The cost would be about £20 per copy. I cannot promise but I will try to include the postage with that but have not priced it out yet.

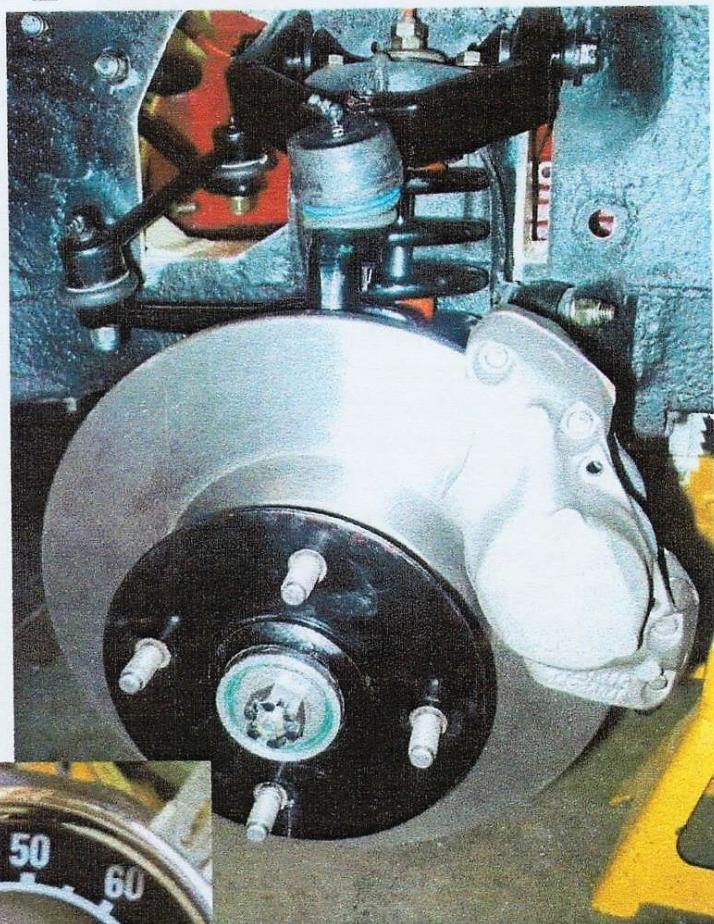


The replaced speedometer dial and above the upgraded front hub

Because of the fragile nature of the item insurance maybe a wise choice. I can price out shipping with insurance over the next couple of weeks if anyone is interested in getting one for their Mayflower.

You may feel free to place a notice of this in the next *Flower Power* edition if you wish.

Yes and I do believe that this lady Mayflower did have only 15,000 miles on her at the time I



started to take her apart. She is now on the rebuild with the rear end installed and she is sitting on the rear wheels. Parking brake all installed and functional.

Both front suspensions are back in along with TR4A rotors and disc brake callipers (the 4A uses the same size front stub axle so things just slide on). The Spitfire engine and original transmission are mounted. Prop shaft all hooked up.

All the interior paint is completed and the exterior in primer. Steering scheduled for hook up next week and then take on some primary placement of the new wiring harness. Take her back for exterior finish paint and when she gets back (I hope in February), the race will be on to have her completed by mid May.

*All the best
Larry Spouler (1073)
Richmond, BC, Canada*

Technical tips ...

Bright sparks

Unknown author

A PROBLEM that I found with my ignition system which may be of interest to other members. For quite some time I had been plagued by an irregular misfire, not constant, just the odd beat missed. Occasionally it would run on three cylinders and then go back onto four. Trying to adjust the tickover and carburettor was almost impossible.

I started with the distributor cap, checked for cracks or carbon line tracks, nothing! I had a new one anyway so it was fitted just in case, still no improvement. Replaced all the leads with new wire centre type and replaced the plug connectors. Whilst in this area I replaced the points, rotor arm, condenser and insulating washers. Checked the gaps and tried again, still the same!!

Now, as you know, you can check the spark from each lead with a plug held against the block. When I did this three were good but one was quite poor. Yet when I moved the plug away from the block the quality of spark improved quite dramatically across the electrode gap and the gap between the plug body and the block (strange). Even allowing for the fact that the spark was at normal atmospheric pressure rather than that of the higher psi of a compressed cylinder, the effect was unusual.

I dismantled the dizzy again, checked the balance weights and balance weight springs (there are two, one small and one large). When you replace them make sure you get them the right way round, it is critical to the auto advance/retard operation.

The breaker cam was removed and checked with a micrometer across the flats and cams. One was slightly worn. Could this be the cause? If any of the flats are worn the contact gap will vary each time it passes causing a misfire. A replacement was fitted but they are not that easy to find now.

Inside the shaft of the distributor there are two phospher bronze bearings which are also prone to wear over a period of time. This can be

detected by pushing the rota shaft from side to side and observing the movement and variance in the contact gap, there was some movement but not much.

I now considered drifting out the bushes and replacing them but discovered quite a large amount of movement which was changing the contact gap size on one of the rotas.

The surprise was that the body of the distributor was moving in relation to the rota shaft. Closer examination revealed that there was a hair-line crack around the sweated joint between the aluminium head and the steel shaft. Unless the inside is very clean it could well go unnoticed.

A new distributor body was found, rebuilt and refitted. Off we went! No more misfires! Yipee!!

A point to watch is that you obtain the correct type of distributor body, it is important that it has a small groove around the top of the rota shaft (see diagram), if there is no groove the distributor can rise through the clamp during operation.

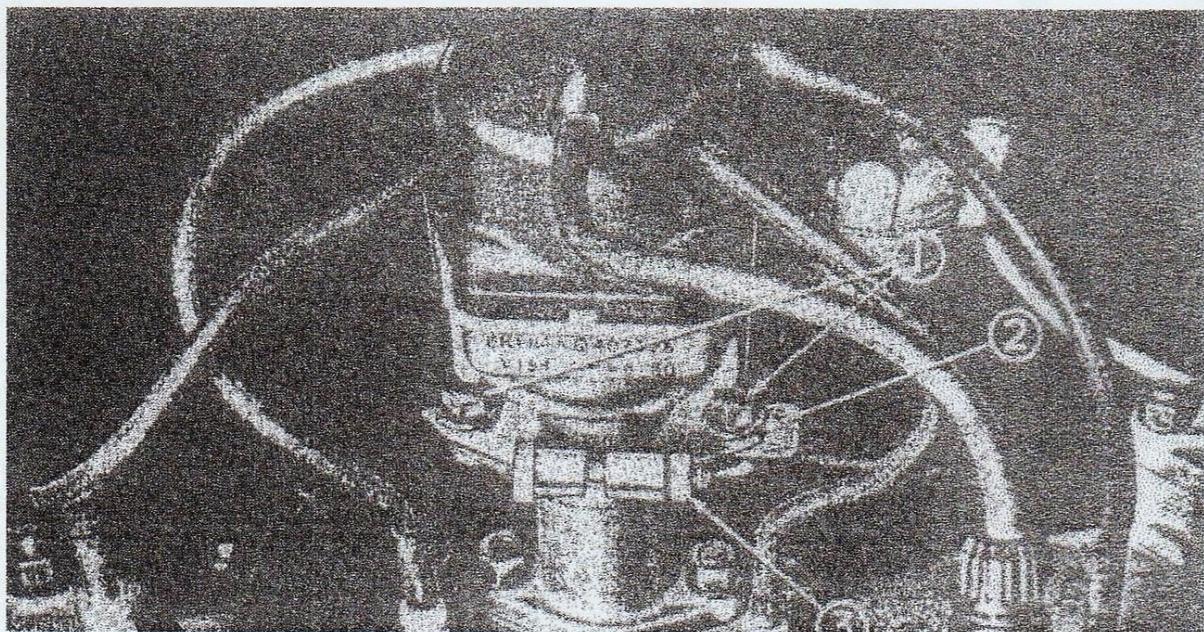
This will cause misfiring, later followed by total failure as the drive coupling disengages. Do not forget to lubricate and keep clean the oil hole in the extension mounting to prevent the bushes wearing.

As a guide the timing is roughly set as the contact points break, when the piston is at top dead centre, with the adjustment plate in the midway position. This allows a few degrees either side for fine adjustment if required.

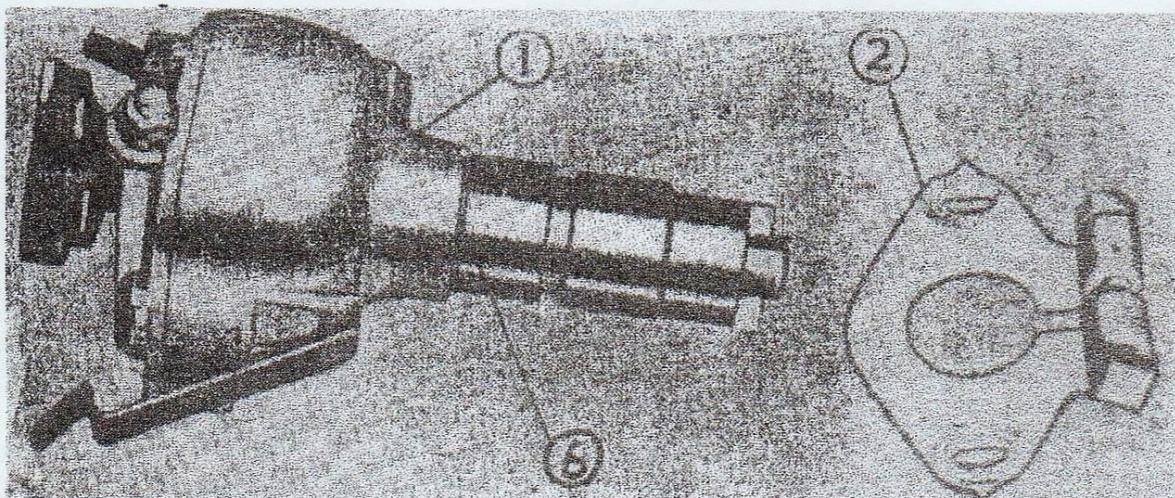
A small plate below the distributor head is marked with a centre line and several degree marks to either side, marked "R" retard and "A" advance. This variation can be made by slackening the two small securing nuts (1) and moving the distributor head until the indicator shows 1, 2, 3, or 4 degrees advanced or retarded as required. It is wise to make this adjustment one degree at a time, after which the nuts should be tightened.

The ignition variation by this means is limited to the movement between the stops. The indicator plate is secured to the body of the distributor by means of a clamping bolt (3), while the pointer (2) is part of the plate secured by the two nuts. Loosening this clamping bolt (3) permits the distributor head to be moved through an unlimited range, this is useful when resetting the timing after a major alteration has been carried out.

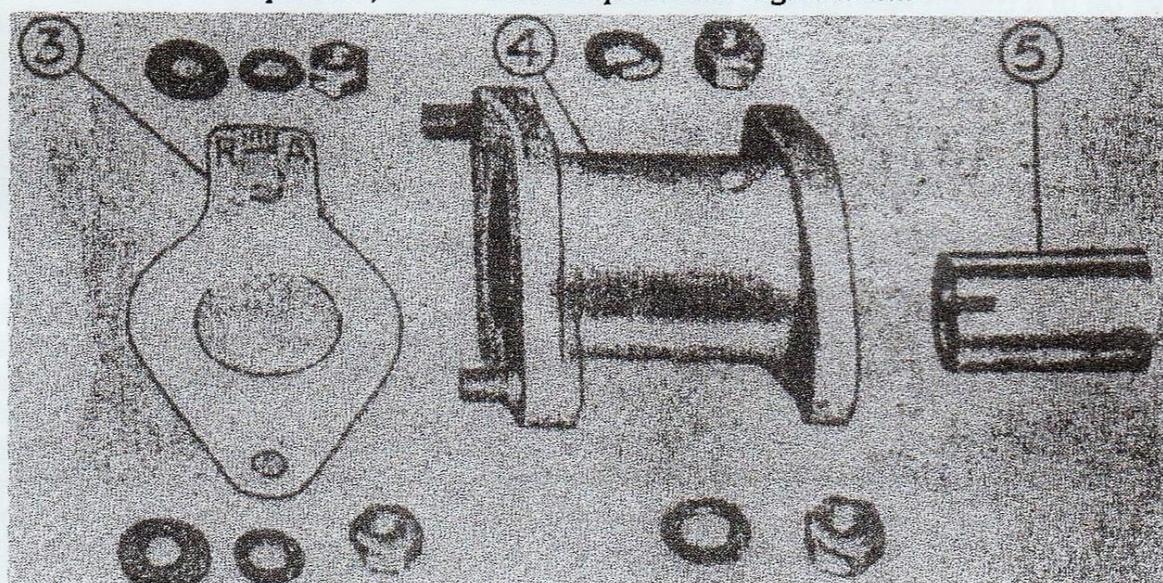
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For small variations in ignition, slacken the holding nuts (1) and turn the pointers towards "a" or "R" as required. After slackening bolt nut (3) the distributor can be moved to any desired position



1 — Distributor head with drive; 2 — Clamp which fits under distributor head showing timing pointers; 3 — Calibrated plate with degree marks



4 — Extension mounting with lubrication hole; 5 — Drive coupling with offset;
6 — Slip ring groove

Letters

Mayflowers and lawn mowers

Dear Editor,

My Mayflower is going well as you can see by the pictures. I use it on Mondays for taking the lawn mower to the National Memorial Arboretum with a colleague to maintain the Wrens plot.

Regards,
Maurice Wilkes (891), Staffs



Events

Dear Mayflower Club Members,

My name is Graham Deans, I am currently organising a classic car and bike rally in Sheringham, Norfolk, NR26 8JP.

It is a twice annual event and I was wondering whether you would like any of your members to attend, particularly the ones in the

Norfolk area. We usually have over 200 cars and close the main high street and the sea front to display the vehicles. This event is held on Sunday 23 May 2010.

You are also invited to The Sheringham Crab and Lobster Festival, on May 22 and 23. The aim of the festival is to involve people who live and work here, helping foster a real sense of community.

Promoted by the two town councils, and including major sponsorship, the Lobster Pub is organising various events to celebrate the heritage of the Crab and Lobster industry in Norfolk. It will be a truly enjoyable event for all ages.

Sunday May 23 is our classic car festival. The main high street will be closed all day, we are hoping to attract over 200 cars, all exhibitors will be entitled to a free meal and coffee voucher provided by the Lobster for light refreshment. There is no entry fee. All classic cars are welcome.

*Kind Regards
Graham Deans, Tel: 01263 822716*

Rally planning meeting

Minutes taken by Phil Benson on Sunday, November 21, Holiday Inn Express, Walsall. Present: Malcolm Barnsley, Peter Benfield, Philip Benson, John Castle, Clive Lungmuss, Fred Newman, Paul Norton, John Oaker, and Howard Pryor. Apologies received from: Steve Coulman, John Gogay, and Maurice Wilkes.

THE Acting Chairman opened the meeting at 2.00 pm and welcomed everyone and explained that the purpose of the meeting was to be a general committee meeting and also would cover 2010 rally planning. Agenda items discussed were:

Position of Chairman - Howard explained that we currently have no Chairman and stated further that he would be standing down as Vice Chairman/Acting Chairman at the AGM in March 2010. He hoped that members of the club, possibly one or more of our newer members, would come forward and offer to stand for these positions.

An informal approach to any of the elected officers for details of the duties involved would bring more information. In essence however, these roles are more figurehead in nature, brief welcome speeches at the rally dinner, rally etc and brief reports in the quarterly magazine. If any readers are interested, please do make contact.

2010 Rally - The club has once again accepted the kind offer of the Triumph Roadster Club to rally with them. They have taken the lead role in organising the rally for 2010. The rally will be held on Sunday, June 27 at Kelmarsh Hall near Market Harborough in Leicestershire which is a fairly central location. Details are given elsewhere in the magazine.

As the position of Rally Secretary remains unfilled Howard asked for volunteers. The following members (or partners) services were volunteered: Assist other Roadster Club members with selling raffle tickets on the day and with teas and coffees - Phyllis Newman, Sue Benfield, John Castle.

Review hotel facilities in advance of the event and confirm satisfactory - John Castle.

Organise some "fun" driving tests etc and to organise judging of members cars on the day - Malcolm Barnsley

Organise "back seat memorabilia" on the day and before put some details in *Flower Power* - Paul Norton.

Organise TMC members welcome event on rally day - Peter and Sue Benfield.

Organise TMC members registration and to organise sale of club regalia and possibly some used spares - Fred Newman.

Organise rally momentos/certificates of attendance - Phil Benson (Phil to contact Eric Partridge to see if he can assist him).

Rally Secretary, and organising rallies - It was hoped that by sharing these duties and listing them the vacant position of Rally Secretary and organising future events might not seem so onerous and someone may come forward at the next AGM again, possibly new blood, to take on this mainly organisational position. Again volunteers welcome, please contact one of the Officers.

Standard-Triumph anniversary celebration 2013 - Howard handed out copies of an email the club had received from Graham Robson, the author, journalist and marque enthusiast. The email points out that Standard celebrates 110 years, Triumph 90 years and several cars of the marques celebrate their anniversaries.

Both our cars and ourselves are aging fast and so cannot wait for the Triumph centenary celebrations. He is seeking support from clubs for a mid summer event. The meeting agreed to support such an event and empowered Howard to contact Graham Robson confirming our intention of support in 2013.

Secondhand spares shortage concerns - Peter Benfield pointed out that cars, ripe only for breaking do appear from time to time on Ebay and advised directly to the club. He stated that such cases are often the only supply of secondhand parts and wonders whether members might make more effort to obtain and break vehicles for the common good. Anyone interested should contact the club.

Items giving members recent problems include engine core plugs which Peter suggested most major engine rebuilders can normally supply and steering idlers which in the past members have provided old ones that the club have batched up and had refurbished. If members are interested in this please contact Fred Newman or Peter Benfield.

New members - John Oaker advised that membership numbers remained fairly constant, new members replacing old ones often as the car changed hands.

Insurances - The meeting agreed to reinsure under the FBHVC scheme as in previous years. Paul Norton to organise this.

Magazines - Howard suggested that we contact major magazines to provide "club Information" in an attempt to generate publicity for the club. John Oaker agreed to discuss this with Nico, our own Editor.

Any Other Business - The date of the AGM was confirmed as Sunday, March 21, at 2.00 pm at the Holiday Inn Express, Tempus Way, Walsall.

The Acting Chairman thanked everyone for attending and participating and formally closed the meeting at 4.00 pm.

Standard Triumph Marque Day at Prescott

Sunday 23 May 2010

The Standard Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2010 will be held on Sunday 23rd May 2010 at the Prescott Hill Climb, Gotherington, Cheltenham, Glos. GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous Marque Days have been held at other famous motoring venues such as the Heritage Centre, Gaydon, Brooklands and this will be our second visit to the Prescott Hill speed climb.

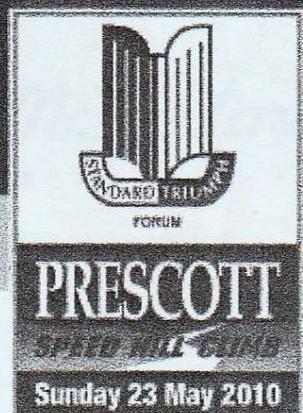
Prescott Hill is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds, five miles from Cheltenham. The famous and historic hill climb hosts a number of competitive meetings each year, as well as club and corporate events.

The 2010 event will be organised jointly by the Stag Owners Club, the TR Register and the Triumph Sports Six Club. The organisers are planning a varied programme of activities which will span both Saturday 22 May as well as Marque Day on Sunday 23rd May 2010. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday, it is hoped that all the clubs will have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will open for participants to make non-competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views, or for those of a sporting nature, to attack the hill. The event will provide an opportunity to see the cars of the Marque on the move as well as in static displays in a superb Cotswold setting.

Entry fees (similar to 2008) will be announced shortly but at this stage we are inviting expressions of interest in attending this event please register on our website visit our website www.tr-register.co.uk or email shop@tr-register.co.uk
STMD 2010 c/o The TR Register, 18 Hawksworth, Southmead Industrial Park, Didcot, Oxon, OX11 7HR.



Image courtesy of Richard Brooks - www.richardbrooks.com



*A Very Merry
Christmas
and a Happy Motoring
New Year
from all the Club Officials*

