

Triumph Mayflower Club



SUMMER ISSUE 2014 No. 149



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: Picture sent in by Chad Brown on his visit to the Jaguar factory in Coventry, the Mayflower is 'Little Nell' outside of the Castle Bromwich Hotel

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.

Letters

Well done

Dear Nico,

Our Lady May (Mayflower) took second place in the European category at a local car show held at Steveston village in Richmond, BC, Canada.



There were over 350 cars attending from all makes and models, predominately North American classics and hot rods.

Linda always drives the Mayflower when we travel and she gets a lot of attention when she wears one of her period outfits.

Makes for a fun time at the various events and really encourages people to come over and talk about the car.

I have included photos of the ones taken by the *Richmond News* photographer along with a scanned copy of the front page that came out just following the show.

I will be sending you a full front page copy by regular mail for your archives.

Regards
Larry and Linda Spouler
Richmond, BC, Canada

As we only received this as we were going to press we will include the other photos etc in the next *Flower Power*

Editorial

Dear club members,

This Summer 2014 *Flower Power* is filled with a few more articles from our members than the spring issue, but we still need more input from your side to be able to fill the magazine. Please share any rally, restoration or technical story with me.

I think I might have received an article from one of our members by post. Apparently something went wrong with the envelope on its way to The Netherlands.

The envelope was completely wet and empty. It seems like it was posted in the UK, so it might be from one of our members. If you have sent an article by post to me in a brown envelope, please resend it!

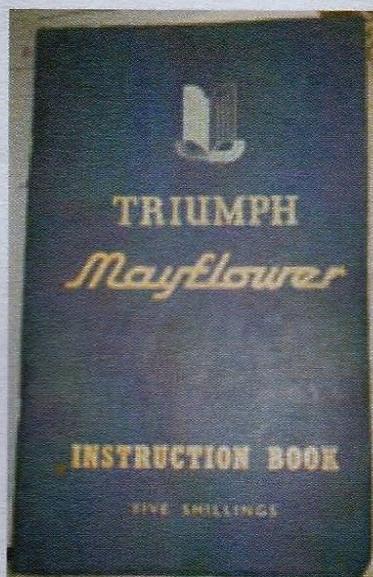
I did receive some great pictures and a nice story on Richard Barnett's new Mayflower. Richard, many thanks on sharing your story and pictures with us!

Chad Brown took the time to write a report on a recent visit of the Gay Classic Car Group to the Jaguar factory. It seems to have been a great day!

Please make sure you read all the rally news and try to join our Annual Rally at RAF Cosford Museum on the July 13.

Very Best Regards, Nico ten Wolde

Instruction Handbook



Copy of the original Handbook

Priced at £8.00

(Part No. TMC 152)

Available from the Spares Secretary

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1, December 1, and March 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

RIPON OLD CARS

present their

20th CLASSIC CAR GATHERING

Plus FAMILY FUN DAY AND AUTOJUMBLE

to be held at

**RIPON RACECOURSE
ON SUNDAY 27TH JULY 2014**

All proceeds to numerous Local Charities

LET'S ALL FOLLOW THE TOUR DE FRANCE WITH THE TOUR DE TRIUMPHE !!

Ripon hosts a wonderful Cathedral with magnificent Fountain Abbey close by
Please stay awhile and enjoy its ancient charms!!

Entry Passes may be obtained from Peter Benfield at 01609 761260

A visit to the Jaguar plant at Castle Bromwich

by Chad Brown

A RECENT VISIT organised by the Gay Classic Car Group to the Jaguar Factory at Castle Bromwich was, for me, an amazing experience.

In my short knowledge of the Mayflower I knew that the area had significance as the place where our treasured motor first started out before the body was passed to Coventry to be assembled as the car we know.

So it felt appropriate to drive out there with Little Nell, my 1953 model, on the day in question. Our meeting started with coffee and sandwiches at the magnificent Castle Bromwich Hotel, a place worthy of a visit itself.

In groups we drove to the Jaguar plant on a sharing car basis and I was pleased to have mine chosen as one of the few parking up in the visitors section right before the main showroom and entrance.

The history of the Jaguar factory is worth an article itself from more learned historians than yours truly and I will come back to that at the conclusion. Sufficient to say it is the sight of a very significant production of the nostalgic Spitfire fighter plane that did so much for victory in the Second World War.

The housing estate opposite the plant was an airstrip where the finished plane was flown by women pilots to the various RAF bases throughout the country from where they entered service. The whole factory was, of course, camouflaged for protection from the air and our guide told us that beneath the present roof structure that can still be seen.

From arrival outside the main building where we parked the cars we were soon ushered into a large cinema room where we joined a selection of the general public to view a video highlighting the history of the marque and its development through the years.

After this self promoting performance we were called out into our groups and ours was "the classic car club", never our full title of The Gay Classic Car Group. Sometimes I feel like Adam, the faithful butler to Robin Oakapple in Gilbert and Sullivan's opera Ruddigore who wishes just one time in public to call out the Baron of Ruddigore.

However I cannot fault the sheer efficiency with how well they handle these visits. We were issued with the ubiquitous yellow bippy vest and each given a set of headphones

The headphones were so helpful in not having to gather the group together before commenting on another stage of production. Our guide, Graham, was able to address the group whatever sort of order we had developed. A resolution to the work required of the guide but a good one.

We now found ourselves inside the main factory and taken to our assembly location in a mini-bus and ours was the sports car bodyshop. There we learned that during an eight hour shift there were 38 cars produced and with two shifts per day a tariff of 76 cars each day.

Of course in these modern times all the workers are likely to be driving their own cars to join their shift every day. And the management faced up to this problem as shift times collided and there was not enough room in the car park for the arriving workers. So the solution arrived at was to divide the shift times by one hour. And now that is how the two shifts per day are accommodated.

Impressed

Seeing all these lovely cars produced every day I was tempted to ask the simple question that were I so impressed as to order a car today to replace my vulnerable Mayflower when can I expect delivery. The answer was about four months ahead as all the cars being produced daily at the plant were pre-ordered and were therefore individually chosen by the purchaser in colour, type and many modifications to order.

It seems that only at the commencement of a new model are cars produced to fill the showrooms from where the orders are taken. This brings me to the marvel of the robots on the assembly line that undertake much of the work.

They are self programmed in as much as each individual car as it arrives has a bar code just like you might see in Tesco or any

supermarket. The robot begins its work by reading the programming written into that bar code and then sets itself up to take note of the individual requirements of its customer. I was impressed with the individual care taken over each car yet mass produced on a production line.

Such care is taken over every car and there are still aspects of the production line undertaken by hand and the operatives appeared to have adequate time for whatever was required of them. At the end of a shift there is a requirement that an operator must finish the task in hand before leaving the factory therefore avoiding a handover slip.

On the return in our minibus to the entrance showroom area we passed two immaculate white Jaguars which are made available, complete with chauffeur, for any staff event, weddings, funerals, birthday celebration, etc, at no cost.

It seems that Jaguar have impressive working conditions and retain workers for a long time. Our guide, Graham, had worked at the company for more than 40 years before retirement in many different assembly processes and so was well qualified to be offered the position he now has on two days per week showing visitors over the site.

But for me the surprise came when we assembled together before departure and I was introduced to George, another retired Jaguar guide, who had mentioned to one of the other groups that he had worked on the Mayflower. So in haste I made his acquaintance.

He told me, a fact that may be known to many of you, that prior to the ownership of Jaguar the very assembly plant we had been shown around belonged to non other than "Fisher and Ludlow", who of

course were the manufacturer of the Triumph Mayflower body.

I am not confident that when he was employed there as a young man, early 1960, it was the Mayflower bodies he worked on and wonder if in fact he was confusing the razor edge appearance with its counterpart the Renown or 1800. But I am convinced there was just a tear coming from the headlight of my Little Nell as we left the premises.

Return from New Zealand

Hi John,

The picture (below) shows the Mayflower on the dockside in New Zealand prior to shipment.

Thank you for sending the payment acknowledgement, however the name on the card may be wrong as it is to another person!

Hope to catch up with you during the year. Will send you additional photographs later. I, however, could not get any history references of the car from the person who I bought it off and looks as though he may have bought it previously at auction for his museum.

*Best wishes
Terry Snow*



AGM report

Held at the Holiday Inn Express, Walsall on Sunday, March 23, 2014 at 2.00 pm

In attendance: John Castle, John Oaker, Chad Brown, Peter Benfield, Terry Gordon, James Brewin, Paul Norton.

Apologies were received from: Malcolm Barnsley, Peter Burdge, Clive Lungmass, Ian Wilson, Nigel Fitzmaurice Hawker, Alan Hodges, Phil Benson, Brian Redshaw, Howard Pryor, and John Gogay.

Minutes of the last AGM meeting were distributed and read. It was agreed that a further discussion on subscriptions should be made and this item was added to any other business.

Chad Brown volunteered to take the minutes of the meeting.

Chairman's report:

John Castle opened the meeting by welcoming the members who were present present. He thanked the secretary, John Oaker, for making the arrangements for this meeting.

In his report he noted, with regret, the poor attendance at the annual rally as only four Mayflower cars were present, although a number of other members had attended in their non Mayflower cars. He appreciated the help and welcome given to us by the Triumph Roadster Club who filled the show.

In view of the small number of cars present it was decided that an award would be presented

to only the best car on view and not, as is usual, to the top six. The trophies not presented could be recycled and used at our 2014 rally.

The Coventry Motor Show was attended by John Castle and Chad Brown with Mayflowers, so the club had a base where visitors could talk with members and inspect our cars for the weekend. John Oaker was also present on Sunday, as was Bernard Long, who with his Mayflower took part in the organised drive around the local area.

Sadly, no Mayflowers were present at the Stoneleigh restoration spring show as holidays, family outings of members took priority and my car failed to start!

Apologies were given to the Triumph Roadster Club but they were unhappy that once again they had been placed in the 'Cow Shed' to display their vehicles and have said that they will not attend next year unless there is change!

At the rally at Rockingham Castle Malcolm Barnsley handed over the club's case of regalia to me as he was due to go into hospital for an operation. We wish him well. Chad Brown had taken the case to Ripon and sold some items and we have £35 in the kitty. I am taking it on myself to look at adding items and researching prices to restock our 'regalia shop'.

Secretary's report:

John Oaker presented his 21st secretary's report: of the 124 members at March 31 2013 - 84 members rejoined and two former members have rejoined. We have six honorary members and eight new members.

It can be seen that 24 members from 2013 have not rejoined their membership. A good

Number of members

1996 (152)	1997 (167)	1998 (151)	1999 (144)	2000 (151)
2001 (144)	2002 (150)	2003 (144)	2004 (131)	2005 (142)
2006 (148)	2007 (141)	2008 (139)	2009 (139)	2010 (145)
2011 (134)	2012 (124)	2013 (124)	2014 (100)	

Of the 124 members at 31-3-13

84 members rejoined 2 former members have rejoined - 6 honorary members and - 8 new members.

2007	2008	2009	2010	2011	2012	2013	2014	UK and Ireland
112	104	103	105	96	89	88	77	USA and Canada
12	13	13	16	16	11	15	10	Australasia
5	5	4	6	3	6	6	5	Europe
3	8	10	11	10	8	8	7	Africa
1	2	2	1	1	1	1	1	Honorary
6	6	6	6	6	6	5	5	Life President
					1	1	1	

percentage of these 24 non rejoinders have been members for only one or two years. However, there does seem to be a great amount of car movement, especially via ebay.

I receive phone calls and e-mails from new Mayflower owners, send membership packs out but often contact stops there. I recently had a number of prospective ebay buyers asking advice about transfer of registrations. I have had eight such contacts this year.

At the moment the club's support in registration of vehicles has only been a service to members!

Treasurer's report:

Paul Norton presented his report by distributing the accounts below. As with the previous report it was noted that our income had fallen mainly due to a drop in membership.

The bank balance was still healthy with over £4,000 in the account. The matters of the 2013 agm increase in subscriptions was mentioned and again agreed to be discussed under aob.

Paul Norton wished his thanks to Phil Benson for his help with auditing the club accounts to be minuted

2012/13	Receipts	2013/14
5759.51	Bank Balance	b/f 4975.13
12.12	Cash Balance	b/f 12.12
2354.00	Subscriptions	2108.00
0.00	Regalia Sales	0.00
0.00	Rally Receipts	0.00
0.00	Misc	10.00
0.00	Interest	0.00
32.10	2nd hand spares	0.00
0.00	Regalia New Stock/Float	0.00
8157.73	Total income	7105.25

beginning to be more difficult to source. A new and more up to date price list with current stock is being prepared. A number of members have inquired after switches and knobs. It is important that members enquiries are accompanied with their membership number and address and e-mail if possible.

It was agreed to have a general spares discussion as part of aob.

Election of Officers

With John Castle agreeing to be responsible for regalia and as there had been no resignations from office received and a show of hands of those present were in agreement to stand again a proposal was made by Terry Gordon to vote en-bloc and this was seconded by Peter Benfield.

Rally Secretary's report:

Chad Brown gave a brief run down of the up to date arrangements for the 2014 Annual Rally. It would be run in conjunction with the Triumph Razoredge Owners Club. The rally would take place on Sunday, July 13, at the

2012/13	Payments	2013/14
1935.00	Flower Power	1946.00
100.00	AGM and other meetings	110.00
103.49	Officer's expenses/postage etc	75.28
74.39	Web Site Fees/Renewals	85.77
346.97	Rally expenses	107.00
67.13	Subscriptions FBHVC/Refunds	62.91
518.50	Club Insurance renewal costs	499.80
25.00	Misc	0.00
3170.48	Total expenditure	2886.76

RAF Cosford Museum, near Wolverhampton. Chad distributed a photocopy map of the show area. He stated that a full report will appear in the next *Flower Power* which is about to be distributed.

A bright and informative leaflet about the museum and its exhibits would also be sent out with the magazine. Chad Brown expressed the hope that we will be able to have some regalia and maybe some Mayflower spare parts at the rally for sale.

He stated his belief that we belong with the TROC on future rallies. Our mutual "razoredge" style marks our cars out us brothers. This belief, however, in no way

Spares Secretary's report:

There was no spares report presented by Brian Redshaw as he was unable to attend the meeting due to a work commitment. Peter Benfield presented a summary on Brian's behalf:

Secondhand spares: There have been very few enquiries for second hand spare items. A lot of second hand spares have been purchased this year as a number of poor condition cars have been salvaged.

New parts: Requests for spares is about the same as last year. A number of items are

prevented the club from attending and supporting other rallies - particularly Ripon where the backing of so much activity and presence of northern members would make a worthwhile day out.

John Castle reminded members that the club intended to be present at the Coventry Festival of Motoring, at Stoneleigh, during August Bank Holiday weekend.

This event lasts for two days at the birthplace and home of the Mayflower. John and Chad have plans to attend on both days. Further advertising was needed. The event also includes a classic car run and any members wishing to take part need to contact Chad Brown.

Any other business:

Subscriptions: At last year's AGM the matter of membership fees was discussed and it was agreed that they be increased from £25 to £28 for the year beginning April 2014. There was much discussion on this topic in view of the reduced membership this year.

A suggestion was made that a more realistic figure would be £30. However after much debate it was agreed by a majority to postpone any increase in subscriptions until next year. No sum was fixed.

Spare parts: New member James Brewin commented on his disappointment about not being able to access some of the parts that he needed for his Mayflower.

The fact that spare parts seemed to be running out was again mentioned but a clearer picture would emerge when the new parts book with updated information was available.

The situation regarding the late Eddie Copson's work manufacturing switch knobs for the Mayflower was discussed and Paul Norton agreed to make enquiries with his daughter when they next meet at a future rally.

It was acknowledged and discussed the huge workload that Brian Redshaw has with both the new and secondhand spares. He has heavy demands on his time at work and can only attempt to sort out members' requirements when he gets home.

Appreciation for his work was acknowledged and that he does have a personal interest in the Mayflower and substantial knowledge and is happy to continue in this post. It was suggested that Rimmer Brothers

were a great source of many spare parts in the Triumph Mayflower/TR family.

Ripon Show: Peter Benfield is confident of an increased number of entrants this year and has requested more space. The show has a lot to offer with a huge number of classic private and commercial vehicles, a vintage caravan section, excellent and reasonable refreshments and varied children's entertainment. Chad intends to be present and John Castle said he would attempt a visit.

The payment of fuel costs for members travelling some distance to attend the AGM was discussed and it was agreed that as stated in the constitution, section 9, control of funds and expenses should apply.

9. Control of funds and expenses

a) No officer, committee member, or ordinary member of the club shall be entitled to any re-numeration in respect of their post or appointment except for reimbursement of out of pocket expenses. The committee is empowered to authorise contributions towards additional out of pocket expenses incurred in pursuit of TMC business.

b) No obligation may be incurred or expenditure made out of TMC funds without the authorisation of the committee. The committee shall however have the power to delegate responsibility to specific officers in this respect up to £50 in any one transaction, or in the case of the spares secretaries such a limit that the committee thinks fit.

There being no other business the meeting closed at 4.34 pm.

Date of next AGM, Sunday, March 22, 2015.

WANTED

YOUR

CONTRIBUTION

Any stories about
Your Restoration

Your trip to a Rally

Your day out

Your Mayflower

Please send them to the Editor

Letters

New home

Dear Nico,

My association with Triumph saloons goes back to the early 1960s when my parents bought their first car, a 948cc Triumph Herald. They followed that up with a 12/50 and then their first brand-new car, a 13/60.

Times moved on, my father changed jobs but his loyalty to Triumph remained as he then had two 2.5PIs and a last-of-the-line 2500S estate. That loyalty must have stayed with me, as this January I bought my first Triumph saloon (if you exclude the half-share I had in a Mk I 2000 saloon more than 20 years ago).

My 1953 Mayflower came from Anglia Car Auctions. It was one of two in the sale, the other being an all-black 1952 car. I fancied the

younger example, because I had a feeling it would be cheaper.

It certainly wasn't in quite as good condition, but it did have a long MoT test certificate and equally long road tax. The lower half blow-over paint job in white isn't that good and the paint has blown over the door shuts. The bumpers have been painted silver and a badge is missing from the passenger door.

Although in its favour was its generally honest, cheerful condition, leaving room for improvement as and when.

The downside was when it was delivered (I live more than 250 miles from where the sale was) it wouldn't start. Nothing as simple as a flat battery. Instead, think totally cattled starter motor, one where the Bendix wouldn't return.

Further inspection showed up some pretty nasty electrical work, with loose wires





Future plans? Well, not too much really. Getting it mechanically back to A1 condition is the first priority. Followed by respraying the lower half but I'll be keeping it two tone, replacing the white with a dark red.

I am after another set of wheels which I'll have banded, as I think wider steels with the original hubcaps will improve the looks no end.

Oh, and did I mention I might enter it for a couple of night rallies!

Regards, Richard Barnett

seemingly doing nothing. With some tidying-up the engine bay looked that bit tidier and everything from wipers to lights to horn were (and still are) working as they should.

More concerning is the seemingly worn offside front wheel bearing but along with my technically superior mate I'll have a look in the next few days or so!

DON'T FORGET

ANNUAL RALLY

Sunday July 13th

Tyres

by James Fairchild

Reprinted from the FBHVC Newsletter

OVER ONE YEAR into MoT exemption, I thought it might be an opportune moment to mention 'les chaussettes' as the French call tyres (translation: socks).

For buses and trucks used 'in service', VOSA mandate that the driver does a visual check of tyres every day. In the case of an historic car that goes out once a month, checking tyres, and various other things, as part of the prep before pulling off the driveway each time is good practice.

The VOSA checks require inspection of tread (to verify that there is tread, remove any stones etc) and the visible surfaces (for exposed cords, cracks, etc) as well as checking the wheel nuts visually.

What are we looking for? Plenty of tread is the obvious thing, but we are also looking for uneven wear patterns and any cracks, exposed cords or bulges in the side walls as well as things like stones or twigs. It is easy to forget that tyres have two sidewalls, so get those wheels jacked up and removed so that you can take the tyre off to look at the other sidewall as well and inspect or clean anything else that is in that area, as well as removing the spare tyre from its cradle.

The other obvious thing is to check the tyre pressure. I find the easiest way to do this is to drive to my local supermarket, which has 'free air' and a machine on which I set the required pressure on a digital display, then connect the airline to the tyre, and it either blows up or deflates as necessary, giving three beeps when done.

Depending on the car, the correct pressures (which may well be different for front/rear, or for winter/summer, or for empty/full load, or for high speed/lower speed, or for radial/crossply, or for different tyre sizes, or for different brands of tyre, etc) should be in your handbook or manual, or alternatively marque-specific owners clubs may be able to give an opinion of the best pressures for your vehicle.

Remember to blow all five up! If your wheels are inflated with nitrogen, then the pressures still need to be checked, and the top-up needs to be with nitrogen to maintain the benefits

(which I won't go into here). Also recall that tyre pressures are 'cold' pressures.

One other thing to check, which typically gets omitted, is to look at the age of the tyre. Many of us will be familiar with the tragic case in 2007 of the MGB driver who had bought some 'new old stock' tyres.

One of these blew out at speed, and in the investigations turned out to be over 20 years old. There was also a coach crash in September 2012 where a front tyre on an Eos coach belonging to the operator MerseyPride blew out and was found to be 19 years old.

All tyres should be stamped on one side or the other with a date code. Tyres manufactured in the 21st century will have four digits in the format 5212, where the first two digits are the week and the last two the year (so the last week of 2012, in my example).

Tyres manufactured in the 1990s will have three digits and a triangle (where 017 is the first week of 1997) where tyres manufactured in the 1980s and prior will just have three digits (017 could mean first week of 1987 or first week of 1977). If a tyre doesn't have a code, or it has worn away to the extent it is illegible, then err on the side of common sense and caution.

How old tyres ought to be before replacement will depend on many factors, including a detailed appraisal of the tyre off the rim, as well as an understanding of the typical use that the vehicle is put to. Clubs may wish to tailor this advice based on their specific knowledge.

On its website Bridgestone says: 'many tyre companies, including Bridgestone, warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing'.

Continental says: 'Continental recommends that all tyres (including spare tyres) that were manufactured more than ten (10) years previous be replaced with new tyres, even when tyres appear to be usable from their external appearance and if the tread depth may have not reached the minimum wear out depth'.

Also bear in mind that recommendations from manufacturers (whether of tyres or of cars) may apply to current production rather than historic vehicles.

continued on Page 10

It is also worth noting that tyres on a vehicle used rarely may actually deteriorate faster, particularly in terms of sidewall cracks, than those on a car that is daily transport. Naturally, the spare tyre on any car, modern daily transport included, is also caught by this. The British Tyre Manufacturers Association states 'Tyres that are used infrequently (e.g. caravans) and/or in coastal areas will age more quickly'.

In December 2013 VOSA (now DVSA) issued a Recommendation to the bus/coach industry, stating: 'As a precaution, the Department for Transport strongly recommends that tyres over 10 years old should not be fitted to the front axles of buses and coaches. Such tyres should be fitted only to the rear axles of vehicles as part of a twin tyre combination.'

For the benefit of those not overly familiar with commercial vehicles, 'twin wheel' relates to two wheels on each side of the axle (as seen on the rear axle of virtually all buses, old and new) and 'single wheel' relates to one wheel on each side of the axle (as on virtually all cars).

David Hurley, past chairman of the FBHVC's legislation committee, suggests that pre-1950 buses/coaches with tubed tyres have a very low risk of delamination, hence an age limit is disproportionate. Also, vehicles of this age typically have low maximum speeds.

Vehicles (of all types) that are particularly susceptible to running on old tyres could include those where new tyres of the correct size/type are no longer available or are prohibitively expensive.

Extra mile

Where clubs represent vehicles where this is known to be a concern, we hope those clubs will go the extra mile to reinforce the points about tyre condition and safety, and potentially where it is feasible to do so, to have conversations with tyre suppliers about bulk orders or on technical studies to establish the suitability of alternative sizes on particular models.

It is also worth reminding people that the tyre code contains a letter for the speed rating. Certain tyres may be intended for plant/machinery, and could have a very low speed rating (example, speed rating B is suitable for a maximum speed of 31mph (the higher the letter the higher the permitted speed)).

Do bear this in mind when sourcing tyres. If tyres are fitted to a lower speed rating than the Original Equipment specification for your vehicle, insurance companies may need to be informed.

Potentially there may be further research into the effects of tyre age (and other factors) in the future. Should the need arise, we would respond appropriately to any consultation on the issue, seeking that any measure would be proportionate and appropriate to older vehicles and their owners as well as reminding legislators that solid tyres/cross-ply tyres/tubed tyres are in regular use within our movement and that different treatment to modern cars doing 70mph (and more) with harsh braking on a daily basis may be appropriate.

Finally, it is no use in having good condition tyres without considering the rim itself. The Matra Enthusiasts Club report a known case of a Renault Espace (which has its spare tyre in a cradle below the car, and thus susceptible to salt and muck) where the spare tyre had literally rusted through.

The picture shows your author's Renault Espace series one, which had all five of its steel wheel rims grit-blasted and powder coated. Whilst wire brushing and painting could be almost as good, the advantage of grit-blasting is that all of the metal (including crevices) is reached.

This cost £13 plus VAT per wheel, then £10 per wheel to a local tyre fitter for attaching rim to tyre/new valve/balancing, fitting to the car, and removing the next wheel and splitting it - and yes, I did them all individually due to not being able to find additional spare rims of the correct profile/pattern/offset.

There may be companies around who can offer an inclusive service. Similarly, many companies advertise alloy wheel refurbishment, but check for precisely what they do first. Again, when inspecting tyres, take off trims, and remove the wheel itself in order to look at the inner face.

Links: Bridgestone article www.bridgestone.com.au/tyres/passenger/care/age.aspx; Continental article www.tyresforlife.co.uk/www/tyres_for_life_uk_en/themes/tyre-information/how-old-are-your-tyres-en.html; British Tyre Manufacturers Association www.btmauk.com/data/files/Replacing_Car_Tyres_1_June_2011.pdf

Letters

Spotted in Alabama

Dear John,

I saw this Mayflower in Rainbow City, Alabama this week. It has left-hand drive with a floor mounted shifter.

Regards
Pat McNew



NEW STOCK OF

FAN BELTS

Part No. 200203

ONLY £9.50 EACH

These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare from the Spares Secretary

Letters

Another Australian Ute

Dear John,

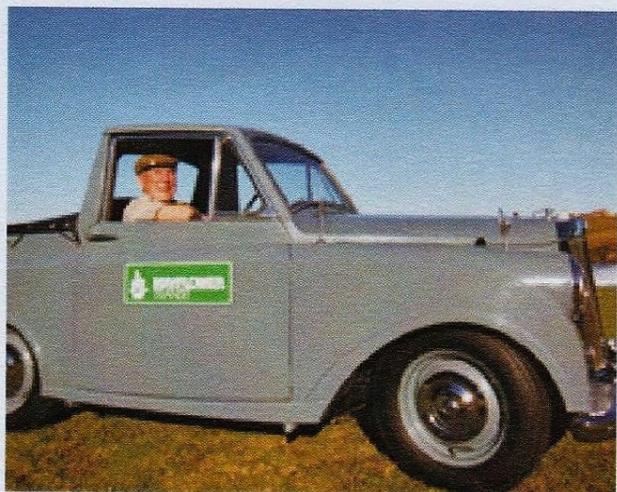
Being the proud owner of a Mayflower Ute (one of maybe 10 left out of the 200 made) and a 1949 Triumph TRA Roadster (member of the club) and past distributor/sales and service agent of Ferguson/ Vanguard/ Mayflower, I have a keen interest in these vehicles. I also have a 1954 Phase 2 Vanguard.

I am keen to join the Mayflower Club and also will require rubber inserts for the quarter light windows and windscreens wiper blades.

If you read *Triumph World* you may recall an article about a lady in Canberra with a restored Mayflower and how she recalled her father purchasing a new one from our company.

Please let me know if a spare parts list is available and also the cost of my requirements and membership. I will be pleased to remit the money, photo following.

Regards
Arthur



Interesting . . .

Hello

I came onto your site when I Googled Mayflower. My parents owned a utility around 1959. Would be able to gain more knowledge of it when next in touch with my older brother. But your site has been very interesting and informative.

Regards
John Blyth



Letters

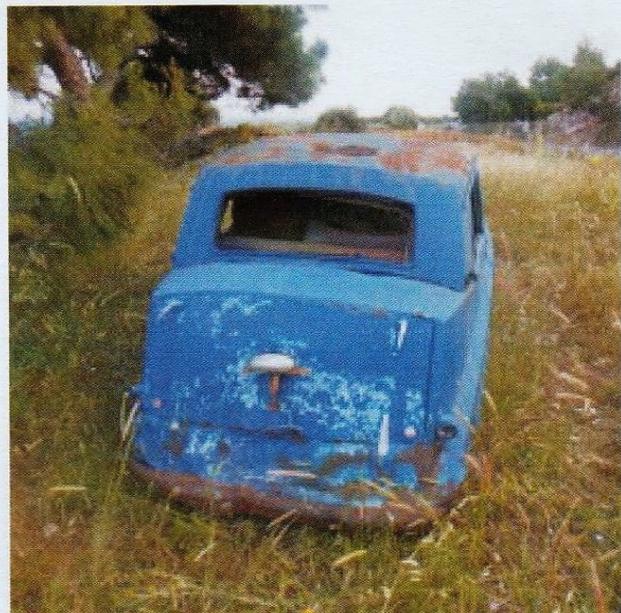
The Samos Mayflower

Dear John,

I don't know if you or any of your members are interested but I have just returned from holiday on the Greek Island of Samos where I found the car in the attached photos. It is in poor condition but looks to be almost complete as far as I could see.

Anyway for what it's worth a thought if someone in the preservation world might be interested. If you need the exact location I think I can provide that.

Regards
Paul Hawkins



Dear Paul,

Thank you for your e-mail and photographs. Yes, the club are aware of this sad looking Mayflower - we received a photograph of it about three years ago. I can see another dent in the wing!

Information about it was published in our magazine *Flower Power*. If you are willing I would like to publish your photos and the fact that you have a location with your e-mail address in our next magazine.

I will also send a copy to our website manager and that will give your photos and info the audience that it deserves. At the moment I have included our magazine sorter outer in this reply.

Thanks again
John Oaker

Hello John,

You are welcome to publish the photos in your magazine and to save further e-mails I can tell you the location. Quite simply the car is located on a bend on the right-hand side of the main road between Pythagorio and Samos town about a mile from the centre of Pythagorio, very easy to find.

Battered it may be, but for a car of around 60 years old left out in the open it's not bad! I guess trying to find the owner might be interesting. I've been to several Greek islands and I usually spot something of interest, the front end of an old Dodge truck in Kefalonia, an abandoned tank on another island and other bits of machinery that survive in that climate. I also spotted some old narrow gauge railway trucks near an ancient site a few miles west of Pythagorio! So Greece is an interesting place for so many reasons!

Best wishes, Paul



Letters

Mable is in fine condition

Hi all,

On a glorious sunny Sunday morning Joan and I made our way to McDonalds at Madeira Beach in Florida for an informal get-together of the Tampa Bay British Car Club.

As we turned into the car park a very nice black Mayflower came into view. After we parked and wandered over we discovered that it was in fact "Mable" which once belonged to Howard Pryor.

He sold it to Livingstone Treuman, who at the time

Lived in Orlando but has since moved to Madeira Beach. He sends his best wishes to Howard and the club and yes Howard, Mable is still in excellent condition!

Regards
John Gogay (262)



Livingstone and myself alongside "Mable"

Big boy's Meccano works wonders . . .

Hi Nico,

Greetings to all members of the club. I think it must be all those years playing with my Meccano set that must have taught me something. The photograph (left) shows my home-made engine crane with my Mayflower engine attached.

This is in preparation of my trying to discover the cause of some rough running. The hound is just checking that I do it properly!



Regards
Phil Snoultten (1169)

4 October 2014

in Morges, Switzerland

on Lake Geneva

SWISS CLASSIC BRITISH CAR MEETING



1953 Rolls-Royce
Silver Dawn (Chassis SNF95)

A gathering of over
1500 British cars
and motorbikes open to all,
as long as they are 20 years
old or more.

[British-cars.ch/index a.html](http://British-cars.ch/index_a.html)

HOSES

We hold tooling for a huge range of Standard / Triumph Cars
dating back to the 1930s. Take a look at our web site

<http://romohoses.co.uk>

Correction of engine details on a V5C

With the vast majority of tax classes, e.g. PLG, these are dependent on engine size and type.

This means that when an engine change, or correction of the engine details, is notified to DVLA, there needs to be independent verification of the new engine details before DVLA will accept the change.

The Historic Vehicle tax class is one of the few tax classes which is independent of engine size, so changes in engine size/type are not subject to independent verification by DVLA.

Extension of Historic Vehicle Tax class threshold

On April 1 2014, the threshold for Historic Vehicle taxation class moved from January 1 1973 to January 1 1974. This means that vehicles made in 1973, or registered in 1973, are now entitled to have the tax class of Historic Vehicle.

However, the conversion from the existing tax class, e.g. PLG, to Historic Vehicle is not automatic. The registered keeper will have to claim it.

**THE TRIUMPH
MAYFLOWER CLUB**

**NATIONAL
RALLY**

**RAF Museum
Cosford TF11 8UP**

Full details in last Flower Power page 4

**SUNDAY
JULY 13th 2014**

TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

01-06-14

Dear Member,

Please note that members' annual subscriptions were due for renewal at the end of March. At the 2014 Annual General Meeting it was decided to keep the membership for 2014-2015 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at johnchoaker@btinternet.com.

Thank you

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Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2015.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars could make out a personal cheque payable to John Gogay, for \$45.00.

Signed _____ Member number _____

My email address is _____