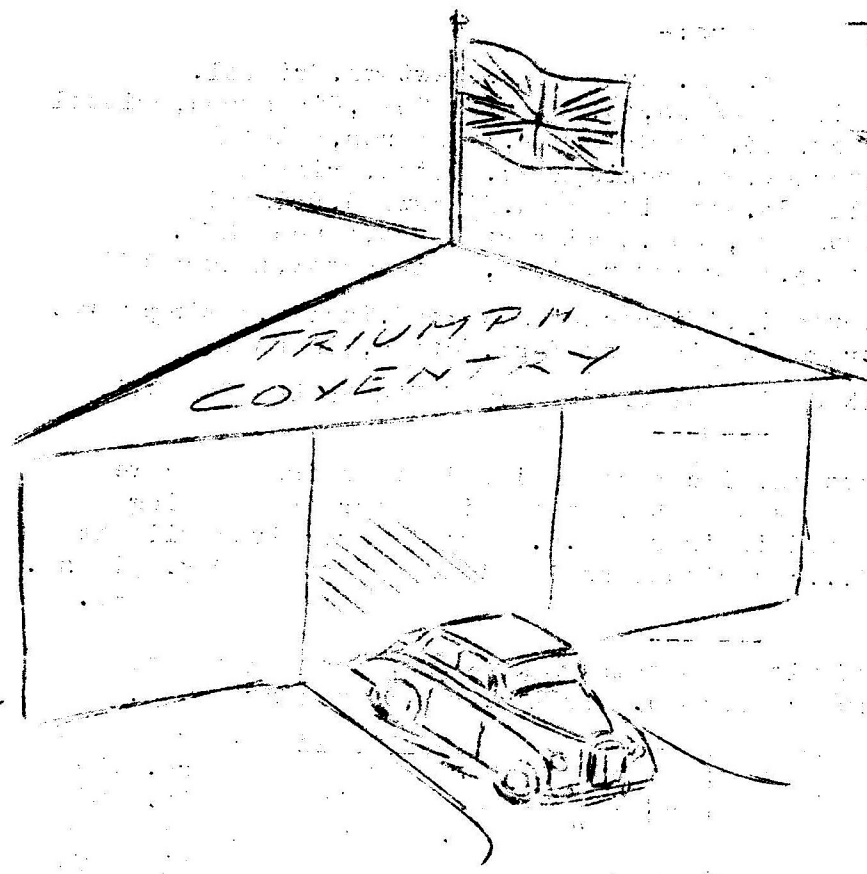
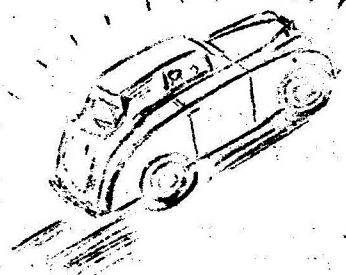
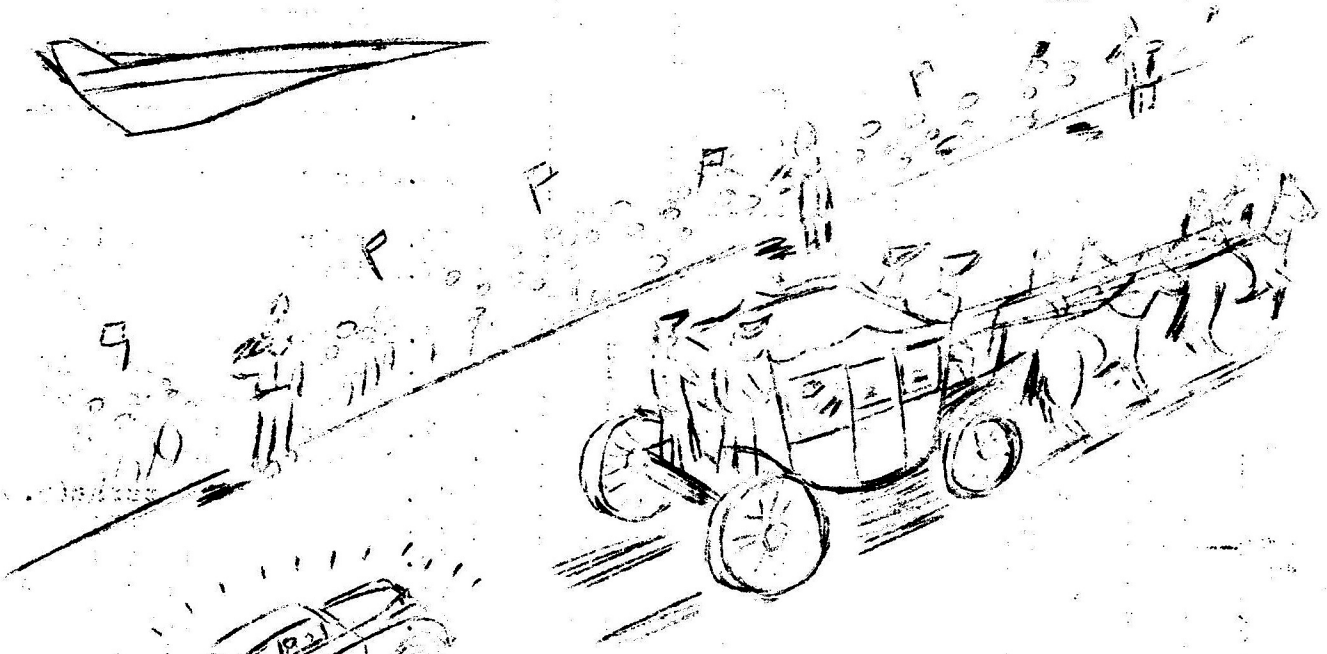
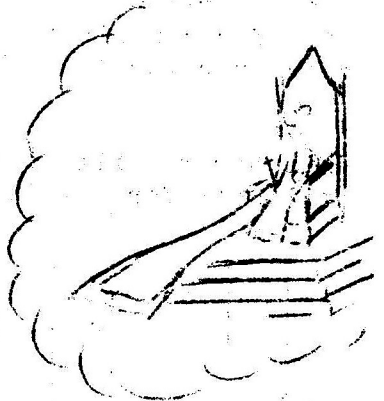


March 77.

MAGAZINE OF THE  
TRIUMPH  
MAYFLOWER  
CLUB



1952



1977

FLOWER ~ POWER MARCH '77  
ISSUE N° 10 PRINTED IN BRISTOL U.K.



## Eds Piece.

Well, the snowdrops are out, even a few crocii, and the daffs have a tinge of yellow at the tops of their shoots.....Spring is on the way, the sap is rising, the blood is stirring (steady on old chap, steady there!!). Sorry, I was getting quite carried away (stand up whoever said 'not before time'). Anyway, we are entering the period when a young mans fancy turns to thoughts of love, older gentlemen (like me) remanisce and all of us start to polish up the old bus and think of 'Summeertiiiiime, when the living is eeeeasy'.

I am writing this piece as the mag. is about half 'put to bed' (as we Journalists say) and so far get the impression that it is a little 'bitty', that is to say bits of this and bits of that. However as always I trust that you will find the bits of interest. Once again we do not seem to have much of a technical nature, but I am nevertheless grateful to all our contributors.

One thing you will be pleased to see is a current list of members. This is not in alphabetical order but order of joining. We would hope that even if formal local sections fail to evolve, at least members will get in touch with their nearer neighbours.

I receive quite a number of the magazines of other Clubs like ours and the difference in style among them is really quite astonishing. On reflection what is perhaps amusing is that the tone of each seems to reflect the type of car each deals with. I'm not sure whether that is true of Flower-Power, though. Just assume that any aberration from the norm is caused by an infusion of TR virus. I had better not say any more or my fellow editors may take offence...I will say, chaps and Miss Sorril, I reckon we all do a grand job.

Now a word to contributors..... firstly, please become one! More to the point is that you should realize that I am remote from the Bristol lot, so when you put a bit for me in a letter to them it has to be shuttled back and forth. For the sake of 6½p could you not drop me a line direct? When you do, please PRINT your name under your signature so's I dont have to go through the list of members to find an address that fits (few of you quote your membership No.) My address is with the others at the top of Page I.

Sorry no Ladies Page.....no contributions.

Anyway, on with the motley. Make sure you note all the Club functions in your diaries so that we have unprecedented turnouts (or turns-out). Use the tear off slips but do'nt be put off from attending something at the last minute if you have not sent one in. Also, to repeat something we have said before, do'nt fail to come just because you think your car is not up to standard, we dont mind, why should you. The fact that it can still get there is enough. Got to keep the flag flying somehow. 'For England, Harry and Saint George'.....they've taken away our money, try to call us Europeans, de-sainted George and Harry is long dead. Oh heck-he's off again!

Must just tell you of an amusing moment in Ireland shortly after they went to this damn-fool decimal currency at the same time we did. I saw these two Americans come out of a shop convinced they had been short-changed. After I explained that a 2 bob piece (also once known by the delightful term florin, remember?) was 10 new pence they said "Cant think what you wanted to change it for, we understood pounds, shillings and pence." Cant win, can you.

Ed.

-- 6 --

NEWS FLASH....MURDER OF MAYFLOWER..... Member Malcolm Banyer reports seeing a very disgruntled Mayflower that had been used for 'Banger Racing'-sacrilege, heresy etc. etc. He comments that if these comedians keep this up we shall lose our fine old cars for good as after they have finished with them they are quite useless, even for parts. I suppose there is not much we can do about this sort of thing except whenever you see a sorry 'Flower try to give it a good home. Even if you do not want it someone might so let Terry know.

RALLY SECS. NOTICE BOARD.

Well, we can give you dates, but not much detail at this time. As the next issue of Flower-Power will not be until mid-summer a number of return slips are provided elsewhere for you to request details. Please enclose an SAE for each one.

\*\*\*\*\*  
19th June Mayflower Club National Rally. This will follow our usual pattern (concoors, driving games, etc. etc.) but this year will be held at Sudeley Castle, Winchcombe, Cheltenham, Glos. Probably assemble a.m. for 1430 start. (Slip provided)  
\*\*\*\*\*

Other Club events:-

- 24th. April New Forrest Tour and Picnic...To be organised by Roy Bussell. We shall rendezvous at a place suitable for a picnic and for the kids to have a game, then proceed on a tour of some notable spots (say about 30 miles) to finish hopefully at a suitable hostelry before dispersing.
- 1st. May TAKE NOTE ALL MIDLANDERS!!! Inaugural meeting to start a Midland Section. New member Mr.A.J.Watson of 9,Quorn Close, Attenborough, Nottingham, has kindly offered his house as the venue and wants to assist in getting something going. GIVE HIM ALL THE SUPPORT HE DESERVES. See page 8, and send off the slip.
- 22nd. May Wye Valley Tour to be organised by Reg. To take in beauty spots and suitable points for refreshment. Slip provided.
- 4th. Sept. Something based on 'Pinnocks'. Probably another Treasure Hunt somewhat similar to last year's. More details next issue.
- 11th. Sept (We think) Beaulieu Autojumble. More details next issue.

Special Invitations to the Club:-

The Club has received special invitation to join in the following. Come on lads, fly the flag!!!

- 3rd. April Triumph Roadster Club run to Brighton. Rendezvous from 1130 onwards for lunch at The Birch Hotel, Haywards Heath, Sussex. Coffee available, also Bar Snacks or proper lunch (at about £2.50 each). Birch Hotel is on main A272 in Haywards Heath on north side. Depart about 1430 for Brighton to drive along sea front and park (negotiations in progress), spend a few hours as you wish in Brighton, leaving about 1815 towards London to stop en-route at a Country Pub. Slip Provided; or phone Andy Heighton on Haywards Heath 55307...helpful but not essential.
- 14th. Aug. Razor-Edge Owners Club Rally at Cotswold Wildlife Park, Burford. For details write to Malcolm Bath, 3, King Edward Road, Walthamstow, London E.17

Other Dates for your Diary, To which the Club's attention has been particularly drawn:-

- 7/8th. May Windsor Castle & Ascot Racecourse (Silver Ring) Historic Vehicle Silver Jubilee Tribute. All entry places taken up...info. only.
- 13/14/15th. May Biggin Hill Airfield, Westerham, Kent. Cavalcade of Historical Transport (in conjunction with the International Air Fair) A special Silver Jubilee Tribute parade for vehicles made in 1952 (but entries should be in by March 18th.) Details Michael Milliken, Historical Cavalcade, Biggin Hill Airport, Westerham, Kent.

II/I2th. June Wellington Country Park, Stratfield Saye, Nr. Reading. I8th. National Standard Register Rally. Details David Hanson, 3 Cranford Park Drive, Yately, Camberly, Surrey.

\*\*\*\*\*  
Iith. June BRISTOL JUBILEE CELEBRATIONS - Carnival, Concours etc. Details Derek Goodyear, 22 Hayes Close, Newtown, Bristol\*\*\*\*\*

IOth. July Breamore House, Fordingbridge Hants, Wessex Vehicle Preservation Trust-"Motorcade '77" Details J. Hunt, 29, Mapperton, Blandford Forum, Dorset.

I6/I7th July Nailsea, Nr Bristol, Silver Jubilee Vintage Vehicle and Steam Rally. Details L. Burbridge, Newlands, Pound Lane, Nailsea, Bristol.

23/24th. July, Weston-Super-Mare Summer Carnival. Parade of Vintage Vehicles preceding carnival, concours. Details Mrs. G. Butters, II Upper Bristol Road Weston-Super-Mare.

I3/I4th Aug. Barwick Park, Yeovil, Somerset. Yeovil Car Club-'Festival of Transport' Details A.C.K. McGee, 38, Kenmore Drive, Yeovil, Somerset.

29th. Aug. Merton Concours, Morden Park, Surrey. Details M.T. Pacey, 4, St. Mark Place, London SWI9.

A few others cribbed from TROC's 'The Globe'

I5th May Razoredge Club meeting at Tramway Museum Society's premises, Crich, Nr. Matlock, Derbyshire. I think we are invited to join in. Details M. Bath

I7th July, Pageant of Motoring at Lingfield Race Course, Surrey.

2Ist Aug, "Classic Car" Concours at Weston Park, Shifnal.

That should be enough to be going on with.....I hope you all enjoy a good season of motoring.

Reg K. Varney

HON SECS CORNER.

Not much this time. Please note subs. are due Ist. April (slip at back). A warm welcome to our new members (see tail end of full list of members, Ed.).

The 'Vintage Triumph Register' magazine issue No. IO all about the Mayflower is still available at 75p. Please note that for this American magazine cheques or PO's should be made payable to me, but any monies to the Club for entry fees, spares, subs etc. etc. should be made payable to The Triumph Mayflower Club, and not to me or any officer by name.

Eight car badges left at the old price of £2.15 (inc. p&p). Please write to me enclosing cheque if you would like one. (I wonder what the new price will be? Ed.)

Some of the new members have not yet returned their application forms- could they please do so as soon as possible. (I hope we have their money, or have I typed their names under false pretences? Ed.)

Midlanders, do give Mr. A.J. Watson your full support in the formation of a Midland Section.

----- Eileen Mills.

MAYFLOWER PAINT....We understand from one member that the manufacturer given in the last issue disclaims all knowledge of the paints. We do not understand this and are checking. It still ought to be possible to get the two made up for which we were able to give the formulae. More next FP.

-- 0 --

Answers to Phil's crossword...  
ACROSS. I. exhaust. 5. bonnets. 7. falter. IO. pistons. I2. gallon. I3. element.  
I6. information. I8. boot. I9. two. 21. gears. 23. lean. 24. yellow. 27. Dat.  
28. crankshaft. 31. can. 33. bar. 35. dashboard. 38. pedal. 42. oil. 44. plug.  
45. Sarnum. 46. tyres.  
Answers DOWN on page 9.

PAGE 4

## THE SECRETARY'S DILEMMA

A poem by our tireless contributor, Phil Hall.

More Clues Down...

There must be many reasons,  
Really it must be true,  
I surely should explain myself  
Unless, of course, it's you.  
My grouse is that the letters  
Perhaps you meant to write  
Hardly reach my letter box,  
My mail is really light.  
And now, my friends, please do it,  
Yield to the urge and send  
For wants and needs and other things  
Let us help you, my friend.  
Once the pen is writing  
What raptures it will bring,  
Enlist the aid of man and wife,  
Resist, then here's the sting.  
Can any Secretary write a smart reply,  
Lost in pages that are blank, it raises quite a sigh.  
Unleash yourself, please all join in,  
Bring back to Eileen, a happy grin.

14. York Archbishops title(4)  
15. louses that drive(4).17. could  
save a life(I,4,4).20. a road that  
twists and turns(5).22. not at home(4)  
25. at a distance(4).26. an arena for  
sports(7).27. over a precipice its a  
long one(4).29. where car enthusiasts  
like to meet(I,5).30. do the Butch  
drive in these(6).31. strangle when  
cold(5).32. din from a  
banger(5).



STARTING  
DOG?

--- o o o ---

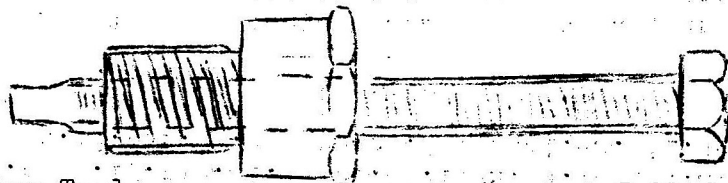
NB Whenever writing to Hon Sec, or any other Club officer, and require a reply for wants, needs, suggestions, information, rallies, plans etc. always please enclose an SAE.

-- o --

## HOW TO UNSTICK A STUCK MAYFLOWER CYLINDER HEAD.

It is not unknown for the cylinder head of a 'Flower to have a distinct dislike of being parted from its friendly cylinder block. Chairman Derek Goodyear picked up a tip from a member at STIR I (cant remember who it was, if he will let us know we will see he gets a mention) as to how to overcome this affinity. Its really so simple I dont know why we have not thought of it before. Obtain 4 bolts 3/8ths inch diam x 3 1/2 " long. They need to be threaded over the whole leggth, preferably BSF. Now take 4 old plugs and break out the ceramic insulator (by any means you can, it is not all that easy). Break off the side electrode(s). Now tap a thread to match the bolts in each one. Now reduce the diam. of the end of each bolt to about 3/16ths " by turning, filing or grinding over about 1/4". The rest is obvious. Screw the disembowelled plugs into the plug holes, introduce the bolts and screw down finger tight until each bears on the block between a pair of valves (that is why the diam. of the bolts was reduced) and then use a spanner on each one, a little at a time, to lift the head. It will probably help if you souse the Cyl. Head bolts with Plus-gas overnight beforehand. (After removing cyl. head nuts.)

Derek (address on Page I) is prepared to make up a set of these for anyone who would like him so to do. He will make a charge of £2 to cover supply of the bolts, wear and tear on taps etc. and p & p. He has plenty of old plugs. Write direct to Derek.



Head Removing Tool  
4 Off needed.

Approx. Full Size.

## NEWS FROM DOWN UNDER

Eileen has passed on to me a long and fascinating letter from our Aussie member Mr. Howard. I would love to have reproduced it in full but there would not be room for anything else! So I have extracted some of the best bits herewith, although by doing this some of the flavour is lost, Mr. Howard seems in some strange way actually to write in 'Strine and I fear that in editing this does not always survive. (No offence intended, Mr H.)

Firstly, Mr. Howard is compiling a list of alternatives that will fit Mayflowers. This should be invaluable to all of us. He will also be doing the same in respect of Renowns, or at least for some parts of them, having just bought a Limousine. He says he never liked the Renowns, but lately has changed his mind. He also likes the Roadster, but not the new Triumph 2000's and I quote "I feel the same situation is going to happen to them as happened to the Vanguard. Its body styling was not up with what the Australians were looking for, and the size too small for the money". (British Leyland...please note. Ed.)

We then move on to plug gaps...Mr. H finds 28 thou. best and the points 10 to 12 thou. He has always used these and gets 36 mpg and good starting. He once tried 32 thou. plug gap but this made for hard starting on a cold morning and a drop off in power on hills (he then says that he means climbing mountain ranges). He also comments on the wonderful 'Flower radiator size, "built for the car and motor not like the Holdens and Fords now." Regarding stainless steel mufflers (or as we say, silencers) he warns that they are no good on cars used on country roads where sticks and stones fly, as they hole easily. (I suspect Mr. H is thinking in terms of what our U.S. cousins call a 'dirt road', something we fortunately do not seem to have any more, although with the cut-backs in maintenance, this state of affairs may not last! Ed.) Mr. H also thinks they have a tinny sound unless made of thicker material.

Mr. Howard recalls being told by a keen collector of cars that circa 1948(?) a Mayflower won the first car rally after the war (presumably in Aussieland) having beaten into second place a Ford Customline V8. Point was that the competitor's brother was a Triumph dealer and he had the factory fit a 32 gallon tank, in the boot, and had the head and ports polished. The course was over 400 miles and the Customline was always stopping for petrol. It also kept blowing tyres as the tail kept swishing about. Whilst the 32 gall. tank must have been a bit much for the tyres of the 'Flower, it certainly kept it firmly fixed to the road. Mr. H wonders whether it was in fact a Renown and aims to check.

Mr. H obviously derives much pleasure from driving his Mayflower(s) "listening to that special purr of the motor up and down glens, and glades, and the looks of people glaring at you when you come to an intersection or traffic lights, or drive into a service station for petrol, there is always admiration in their looks and it gives a feeling which is as though you are driving a motor car that has had lots of admiration from these people mainly because of their shape difference to other small cars and the chrome round the windows always glitters."

We know what you mean, Mr. Howard, we know what you mean- it is just the same here.....

---- 6 ----

## GOT HIM!!!

A friend of mine has an acquaintance who does a bit of this and a bit of that, and to reach his place of work for the day has a number of clapped out Morris 1000 vans. Being of good country yeoman stock he has no truck with such things as tax, insurance and other townies nonsense. Recently he was stopped by a minion of the law (namely, a constable) and before they parted our friend was booked for:- Not displaying tax disk, not taxed no MOT, no insurance, no w/s washer, one wiper missing, one headlamp u/s, two bald tyres, no No. plate on trailer, trailer not attached by proper towing bracket. Later, when asked how he was going to get to tomorrows job, he said, Oh, I'll use the blue one! True British grit, that.

PAGE 6

## WHAT ARE THEY WORTH?

Another odd cutting which has come my way, undated but by a bit of reasoning is from a recent Drive, looks at the way the value of a number of cars have changed since 1967. It makes interesting reading. For reasons of space the following is a brief summary:-

Model	Price in 1967	Price now
Jaguar XKI50 (1959 car)	£350	£2000
Sunbeam Talbot 90	250	800
Morris Minor Traveller	100 (for '57 car)	100
Standard Vanguard	50	150
Triumph Mayflower	100	400

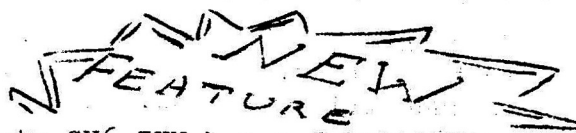
The values given are of course for 'reasonable' condition. Outstanding examples in the last column can command somewhat more. Thanks Frank.

--- 0 ---

Wanted for Cash!! Colin Pask of Bellozanne, 5 Fussull Court, Kingswood, Bristol, will pay good prices (he says) for old Dinky Toys, Tin Plate Toys, Trains, Load (?) Toys Any Road Vehicle.

--- 0 ---

## SWOPSIES? OR SHOULD IT BE SWAPSIES?



Chris Winters of 933, Foleshill Road, Coventry CV6 5HN has a 5 bob 'Flower Instruction Book available and seeks some Mayflower tools. He has the original jack, starting handle and an empty tool roll...he wants to fill it. Also requires two of the rubber jackpoint bungs. Presumably will consider cash adjustment or straight purchase.

Ed. has a radio aerial, immediate post-war, 2 section, about 5' fully extended, chromed, real ugly and basic engineering type mounting bracket (believed meant to bolt onto bumper bracket). Top trim button missing. I reckon its worth about 30 bob. What have you?

This is a new feature so I hope you will make use of it. Anything you like so long as it is concerned with 'older' cars and motoring. Ed.

--- 0 ---

## "Springtime" by Frank Lane.

Obtaining a rear spring which will almost certainly come from a scrap car would seem to be a simple matter, but beware—at least 3 types have been used and the Commission No. of the car from which it comes is the vital factor:-

After No. 45I longer springs were fitted (eye to eye) 45½".

After No. 928 springs stiffened, thicker leaf substituted.

After No. 307I spring changed, ten leaves to eight thicker leaves.

If Ed. may add a bit, Rob also found on one of the cars which he has dismantled rear springs in which the leaves, or certainly the upper ones, were slightly channeled (longitudinally). As far as I recollect, each channel bedded into that of the next leaf down. This presumably reduced any tendency of the spring to lateral flexure and generally stiffened up the rear end as regards side sway. Has anyone any information about this version.

PS. Rob comments that the 'channel' version may be standard, the non-channel being the odd man out.

## Mounting Rally Plaques

Member R. Jenkins of Ware, Herts. observes that our brass Dodington Rally plaques look very well mounted on a nice solid piece of polished wood and displayed on the mantelpiece with the horse brasses.

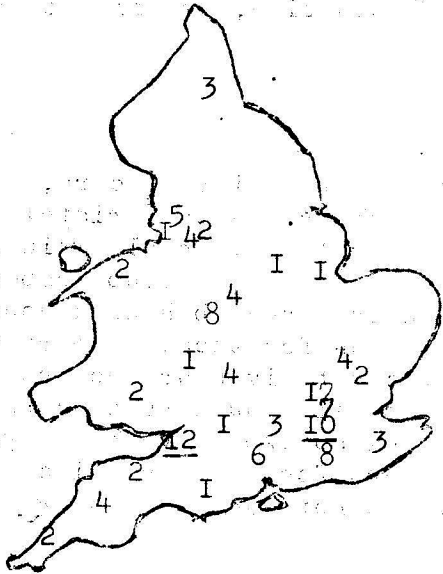
I imagine more or less any piece of wood will do although I visualize either a nice piece of oak or mahogany. Whilst one can go to the trouble of drilling small holes in each corner and tacking on with small pins, they can equally well be glued on but rough up the polish a bit where the plaque is to go. If you want any lettering on the wood itself, try model aircraft transfers.



I KNEW YOU MUST BE OUT THERE SOMEWHERE!!!

A rather rudimentary analysis by Ed. of where the main centres of our membership resides. Pay attention there....

NB numbers are single digit. except for those underlined.



The map gives a rough idea of where the bulk of the membership is grouped, each number indicating how many in the vicinity of its position. As can be seen, and as might be expected, the largest groups are in the regions of Bristol, Manchester and Birmingham/Coventry. There are also surprisingly large numbers in the Middlesex, Surrey, Sussex area. What is perhaps more surprising is the large blank areas where we have no members. I cannot really believe there are no Mayflowers there.

Anyway, more to the point, there are now obviously enough of you in certain areas to form local groups and organise some local functions. If we assume that Bristol is catered for as the fount of all knowledge then at least two others could be considered, for instance London and Southeast, and Merseyside/Midlands. At a pinch the last could perhaps geographically be better split, although the Merseyside one would not be very big even taking in

Manchester and South Lancs. Obviously to get anywhere two ingredients are essential. These are enthusiasm on the part of the members and several members prepared to act as local secretaries.

Since carrying out the above analysis I have received some more details of new members. These are distributed as follows (excluding overseas) :-

Midlands...I, Northeast...I. S.Wales...I. S.Midlands...I. Home Counties...I.  
.... 0 ....

\*\*\*\*\*  
MIDLANDS SECTION.....INAUGURAL MEETING.....1st.MAY 1977  
\*\*\*\*\*

Mr.A.J.Watson of 9,Quorn Close, Attenborough, Nottingham, wants to help start a Midlands Section of the Club and to this end he and his wife have offered to host an inaugural meeting at his house on 1st. May, at 1430 Hrs. By our reckoning there are at least 20 members within reasonable distance of this venue, and as this is a Sunday quite a few of you should be able to make it. Whilst Mr.Watson would like to see another 'Flower (so far he has only seen his own) dont let it deter you if yours is off the road. It is hoped that someone from the Committee will attend, and the formal order of business suggested is:-

- i/ Introduction by Chairman for the event.
- ii/Discussion on the aims and objectives of the Club and Regional Sections.
- iii/Discussion on numbers and duties of Regional Section officers.
- iv/Election of Section officers.
- v/Date and venue of next meeting and possible future events.
- vi/Any other business.

So, lets be having you. Mrs.Watson has kindly offered to provide light refreshment but anyone is most welcome to bring provender, both solid and liquid, to put in the kitty.

Mr. Watson's house is approx. 4 miles from MI junction No.25. Head for Long Eaton and then approach Nottingham on the A453 Nottingham-Birmingham road. Approx. 2 miles through Long Eaton when approaching Nottingham turn right at signpost to Attenborough Nature Reserve, 2nd left into Long Lane 5th.left into Quorn Close. Return slip or ring 0602-255273

KLING? CLYNO? or any permutations thereof?

In the last issue I recalled that my father had, many years ago, written off his first car. He maintains that I spelt it wrongly and that it should be Clyno....I would'nt know. Anyway, what I did not reveal is that I still have the dashboard clock from it which must be 45 years old now. It is quite a timepiece, having been manufactured by Smiths M.A. (Motor Accessories?) of London, serialNo. P-185013. The face, of classic design, has a rim some 3/4" in diameter and is fitted with a bezelled glass. To wind the 8-day clock-work movement, and to adjust or reset, the whole thing hinged out from it's home in the dash. It has a discreet tick, keeps good time, and sits on my desk in a wooden frame I made for it.

RBB.

IS YOUR MAYFLOWER SAFELY LOCKED UP?

We note from The New Observer of 21st. January that two vintage cars, said to be worth about 3800, were stolen a few days earlier, in the Bristol area. One was an MG TD sports job (OPX 380) and the other 'a27 year old Triumph Mayflower' (LRL 36). It does not appear that the owner was a Club member, but we commiserate anyway. The cars were apparently parked behind a house in Gloucester Road, Staple Hill. Keep your eyes open for those numbers and if you see them, tell the police. It seems that car thieves are now realizing the value of spares for the older models and increasing numbers of cars are being taken for rapid breaking; new spares getting so expensive nowadays that more and more people are going to the breakers yard for bits and pieces not only because they may be getting scarce. So...take note and take heed and keep your car safe.

FORD MEMORIES.....

In a bundle of bits and pieces sent up by the Bristol crew was one newspaper cutting marked prosaically 'received 4 Feb 1977'. From what paper, or who found it, was not vouchsafed. The cutting is obviously from a paper of some age. The author of the piece was one Douglas Orgill and some of it is too good to miss, so I reproduce extracts and trust that I breach no copyright.Ed.

.....I would have to get a car. All my life I have associated cars with human characteristics. There are smiling cars, snarling cars, thoughtful cars and worried cars. I chose a Triumph Mayflower because it reminded me of an alderman I knew. It had style, undeniable style, that Mayflower. Roped, black, sedate, it looked like a Rolls Royce that had been squeezed in a gigantic clamp.

The particular car I bought was not exactly a sensational performer. Passing another vehicle was a curious experience. You pulled out into the correct overtaking position, and depressed the accelerator. Seconds, many seconds-sometimes it seemed like minutes-later, you gradually became aware that the car was moving faster.

Once safely past, you regained the left side of the road, and relaxed your foot on the accelerator. Your speed instantly fell to 18 mph, and the other car overtook you again at once.

However my Mayflower was a loyal car. It took my wife and me and our two sons all over Europe, sometimes travelling from one end of France to the other without passing-I mean overtaking- any other vehicle. My elder son, then a sardonic child of nine, once claimed that we had set a record by being overtaken on the Autostrada del Sol by four nuns in a baby Fiat.

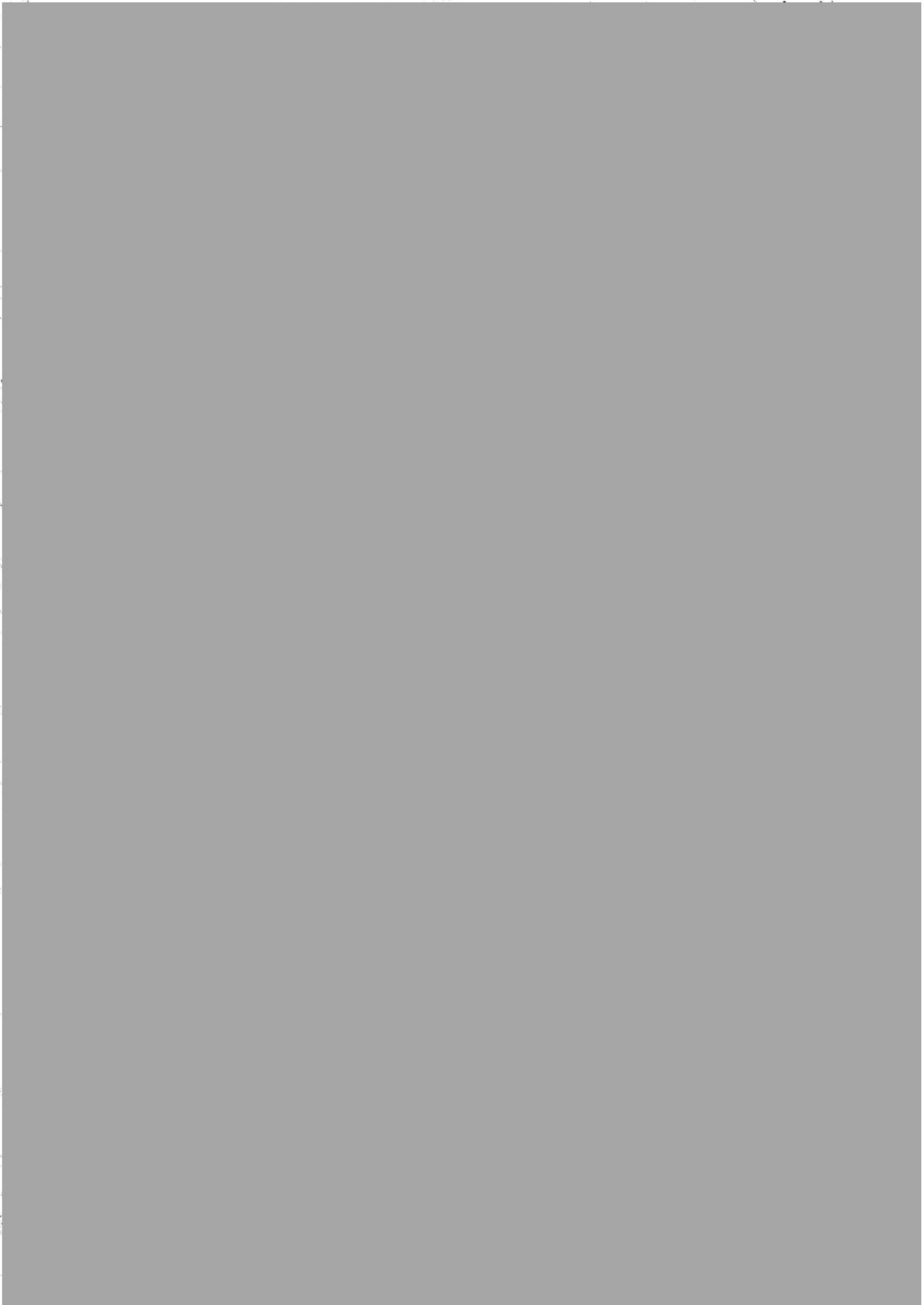
The Mayflower never broke down. It sometimes stopped, inexplicably and unpredictably but it always started up again after a half-an-hours rest.

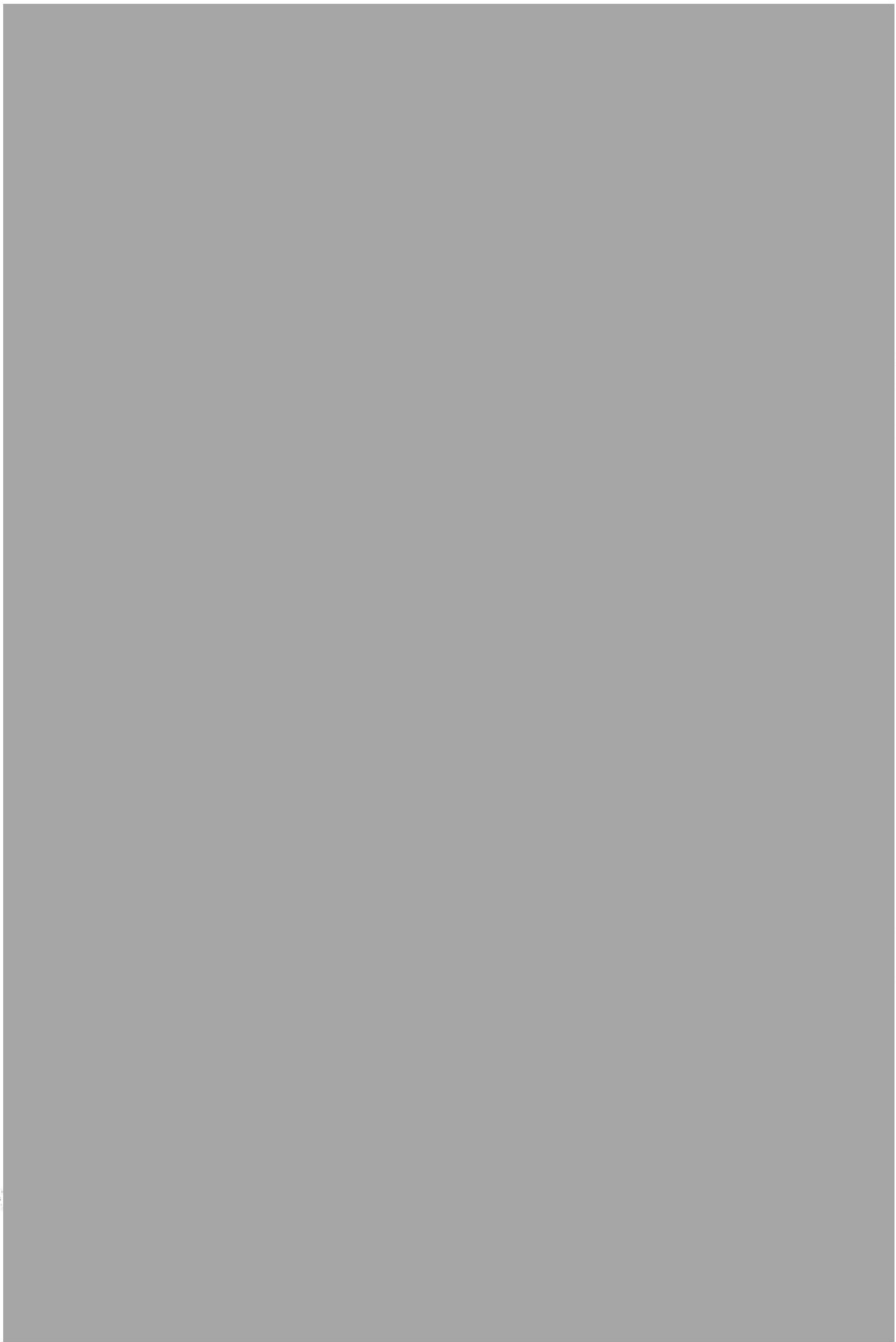
It was four years before I could bring myself to sell it. My family reacted as though I had sold a favourite dog. And motoring has never been the same.

Answers DOWN. I engine. 2. halfshaft. 3. allowance. 4. tread. 6. cillins. 7. fan  
8. torque 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

NAMES. ADDRESS.

REDG. NO.





--- o ---

### MOT TESTING

An article in The Globe, mag of the Razor-edge Owners Club, from which fellow Ed. Tom Robinson has kindly given permission for me to quote, refers to the horror of one of their members when he came across an MOT tester literally welting hell out of the chassis of his Renown with a very lethal looking hammer. This prompted said member to check on the rules of the game, which told a very different story. Apparently the examiner is supposed to look and observe, perhaps apply pressure with hand or an appropriate metal tool, with a view to finding signs of rot or weakness. He is certainly not supposed to attack it with a hammer!

Even if rot is discovered the examiner is supposed to employ commonsense and the vehicle should only be failed if he considers that the rot has, or is likely to, weakened the thing to the point where failure of some vital member could cause the vehicle to become uncontrollable. If he fears that this is the case he is within his rights to refuse to continue the test.

In view of the new extensions to the MOT test, which can only make life more difficult for us without rendering the vehicle potentially more or less dangerous I would think, including now shockers, brake lights, flashers, wipers, washers and so on I tried to find out exactly what the requirements are but without success. My local garage, one which seems to take a realistic attitude and does employ commonsense, said that whilst they knew what was involved because their bloke had been on a course, they still did not have the written regulations. They also pointed out some difficulties they experience in interpretation of what regs. they do have. For instance the rules say that a seat belt must not be torn or frayed. The makers say that a belt is quite safe even 1/3rd cut through. A Dept. of Transport inspector seemed to expect them to allow for this and not fail a belt with, say, a 3/8" cut. But the rules say no cuts!! So what is our friendly garage man to do? So think of his difficulties when you curse him to blazes and back again. Mind you, some do seem to take a delight in failing your pride and joy just because a sidelight bulb has gone, rather than fix it in mid test. Whilst the regs. might say this is the way to do it, it doesnt seem the way to me to keep your customers!

I will try to find out more about the new regs. for the next issue. In the meantime, if you have a reasonable tester..STICK WITH HIM!!!

page 12

SPARES SECTION

CARS FOR SALE

1953. Mayflower 52,000 miles 1 owner since new. £80 o.n.o.  
Tel 01-3993138 Surbiton. 7, Endsleigh Gardens, Surbiton, Surrey.

oOo

1951. Mayflower. Black, one owner from new, engine reconditioned, 1969  
regularly used and maintained. Everything original. Mileage 87,000.  
Taxed and M.O.T. until early spring '77. Offers invited.  
Mr. C. Green, 50, Wallace Rd, Radford, Coventry. Tel 0203-334925  
(according to the letter this sounds a very good investment) Terry.

oOo

1953. Mayflower. 71,000 miles Reg no YAG 777, grey.  
Mr. I. Stokes, 16, Court Field, Gloucester. Tel 0272-659461 ext 66.

oOo

1953. Mayflower, 24,276, miles, last on the road 5yrs ago, £40.  
Mr. C. Burke, 51, Langdale Rd, Levertree, Liverpool. 15.

oOo

Mayflower, £50. o. n. o. Mr. L. Meer, 104, Terrace Rd, Walton-on-Thames, Surrey.

oOo

PARTS FOR SALE

New rear shock absorbers, £8 each including postage.

Member Bill Hall, 89, Durham Rd, Stockton-on-Tees, Cleveland.

(Bill please will you find me parts no for temperature gauge assembly  
and also address at London) Terry.

oOo

Mayflower sills and wheel arches, possibly other parts, Tel Coventry  
311810. (office hours)

oOo

SERVICES TO THE CLUB

Husband and wife, Frank and Jean Roberts, have just started a  
business specialising in machining parts for vintage and classic cars.  
They offer two services, (1) Turning and milling new parts, to order.  
(2) reconditioning of existing parts where possible. The address is  
142, High St, Bildeston, nr, Ipswich, Suffolk. Tel Bildeston 740027.

oOo

BOOM! BOOM! BRAND NEW HUB CAPS, hurry up Flower's order quickly---  
£3-50 each or set of four £12-50. New Petrol pumps, Crown wheel and  
pinion, window rubbers, all now in stock. Door rubbers also.

oOo

## NEW CYLINDER HEADS - AN APPEAL FROM THE SPARES SECRETARY

THE PROBLEM: Many of us who have kept a Mayflower for any length of time will have been faced with the problem of a warped cylinder head and the resultant blown gasket. Relief can be obtained by planing the head, but there comes a stage where further planing is impossible, and other problems (such as corrosion) arise.

The only effective remedy is to fit a new head, but British Leyland have had none for years and have destroyed the original patterns. There are not enough second-hand heads to go round, and as a result several Mayflowers are off the road. The situation can only get worse as the original heads reach the end of their useful lives.

SOLUTION: I have obtained the original drawings of the head and have been getting quotations for having new patterns made. The lowest so far is £550-600. The pattern so made would enable about 200 heads to be cast. I am still awaiting quotations for having the heads cast and machined.

HOW YOU CAN HELP: Obviously we must have new heads made if our cars are to continue to run for the next 25 years. The Club, however, has no funds to pay for the manufacturing itself. Please give very careful consideration to ordering a head; at the foot of the page is a form which if you are interested, I would be glad to receive from you not later than June 1st 1977. THIS WILL IN NO WAY COMMIT YOU TO BUYING ANYTHING; I merely need to know the sort of number to get estimates for.

### POINTS TO CONSIDER

1. Each new head is likely to cost at least £15 or so. This may seem a lot, but did you know that a new head for any modern car is likely to cost over £60-70.
  2. If you do not buy a head this time, you are unlikely to be able to get one if you need one later; the club cannot afford to carry a stock of them.
  3. If you think you might be able to buy more than one, please indicate this on the form; new members and members abroad are bound to ask for heads in future years, and you would have little difficulty in selling them again.
-

## Ed's Tailpiece

Well I made a proper mess of that, odd little bits all over the place and then I find I've miscounted and have a whole pristine sheet to fill (it gives me a pain to send you paper with blank sides). Such luxury, but the trouble is I've used up all my material. Still you dont often find a Civil Servant lost for words so we will see what we can do.

Firstly, one or two oddments that may be of interest to members. The Kruse Classic Auction Company (of USA) is moving into the European market on 16/18 June at the RAI Congress and Convention Centre, Amsterdam. Nearly 400 cars ranging in value from £500 to £200,000 are expected.

One of our new members, Bob Barter, is in the music making business. If any member has a need for music and/or musicians for any function, keep him in mind. His home address is 77, Elgar Avenue, Tolworth, Surbiton.

### Things Dont Change Much, Do They?

I note a letter in the correspondence columns of 'The Motor' a reply to an earlier letter which I do not have. However the gist is fairly obvious, it is a 'conservative' reader standing up for those who prefer the older model of car. The writer observes that "my car has all the things which your correspondent deprecates, but, the gear lever never needs adjustment and never rattles, the running boards enhance the appearance of the car and prevent a lot of mud splashing; I can open the screen or roof if I like but if I do not they are silent and weatherproof. The important point however is that these items are just typical of the performance and appearance of the vehicle after 20 years service." The point also is that the letter appeared in Feb. 1954 and his car was of 1934 vintage. No doubt the sort of car the earlier correspondent was extolling was of the Mayflower type when, post war, steering column gear shifts were in vogue, opening windscreens and sunshine roofs had dissappeared and so had running boards. It is a great shame that progress in some things so often means that we have to give up advantages which we had before. My first two cars had opening screens and running boards...marvelous! The first was a '29 A7 (23 years old at the time) and the screen would open upwards until flat out level...wonderful in fog or hot weather. The second was a '34 Minx, 21 years old, with wide, flat running boards. These were just the job for sitting on at picnics. The car was wonderful for camping, the tent and flysheet being lashed to the front wings against the bonnet, a load of gear on the carrier at the back, and an interior like a small barn. The modern car may be sleeker, smoother, quieter, faster and more suited to motorway style driving but I doubt very much whether they are more reliable and they are certainly not nearly so 'serviceable' in the general sense, for all their hatchbacks (what an awful term), fold down back seats and what have you. The pre-war car didn't need them.

Have you all seen that VW advert showing the rear ends of the Fiesta and the Golf (which are practically indistinguishable) and says 'Why buy an imitation when you can have the real thing?' My own view is that that is dirty pool but at the same time it is rather priceless, dont you think.

Rob and I have pooled our birthday presents to each other and with a generous contribution from Ray, my wife, have bought ourselves a D.I.Y. electric welding kit, with output up to 90 amps. I did one days instruction in my Nat. Service (29 years ago) and Rob has done none. When we have had a bit of practice we hope to do an article for your education. In the meantime, if your TV's flutter, blame me and Rob.

Well there we are, that really is the end. Cheers until the next issue and lets be seeing you at some of the meets. Ed.



RETURN SLIPS FOR INFORMATION ETC. PLEASE ENCLOSE SAE.

MAYFLOWER CLUB NATIONAL RALLY 19th June. To R.K.Varney, 32 Mackie Road  
Filton, Bristol. Please send me details and entry form. I enclose SAE.

NAME.....ADDRESS.....

Mem. No..... *657*

NEW FORREST TOUR AND PICNIC 24th April. To R.B.Bussell, 'Pinnocks'  
New Poad, Tadley, Basingstoke, Hants. Please send me details and  
rendezvous points. I enclose SAE.

NAME.....ADDRESS.....

Mem. No..... *657*

MIDLAND SECTION INAUGURAL MEETING 1st. May. To A.J.Watson, 9 Quorn  
Close, Attenborough, Nottingham. I intend to be present and will be  
accompanied by ....people. I enclose an SAE in case there is any change  
of plan or any other information I should have.

NAME.....ADDRESS.....

Mem.No..... *657*

ANNUAL SUBSCRIPTION 1977 - 78

Triumph Mayflower Club - Renewal Subscription Form

To: The Secretary, Home £2-00 (with wife £2-50)  
Mrs. E. Mills,  
33, Woodside Rd,  
Kingswood, Abroad £3-00 (inclusive)  
Bristol.

Tel-0272-675444

I enclose cheque/P.O. for £ payable to the Triumph  
Mayflower Club, to remew my membership from the 1st April  
1977 for one year.

Name ..... Membership No .....  
Address ..... Tel No .....  
.....  
.....  
.....

Members who have not remewed by the 30th April will no  
longer recieve Newsletters. *657*

WYE VALLEY TOUR 22nd May. To R.K.Varney, 32 Mackie Road, Filton, Bristol.  
I intend to come on the run, please send me necessary details.SAE enclosed.

NAME.....ADDRESS.....

Mem.No..... *657*

TRIUMPH ROADSTER CLUB RUN TO BRIGHTON 3rd April To A.Heighton Esq.  
33, St.Edmunds Road, Haywards Heath, Sussex. I intend to join you at  
THE BIRCH HOTEL. My party will include ....persons. I am a member of the  
Triumph Mayflower Club.

NAME.....ADDRESS.....

.....

**This page is  
intentionally blank**