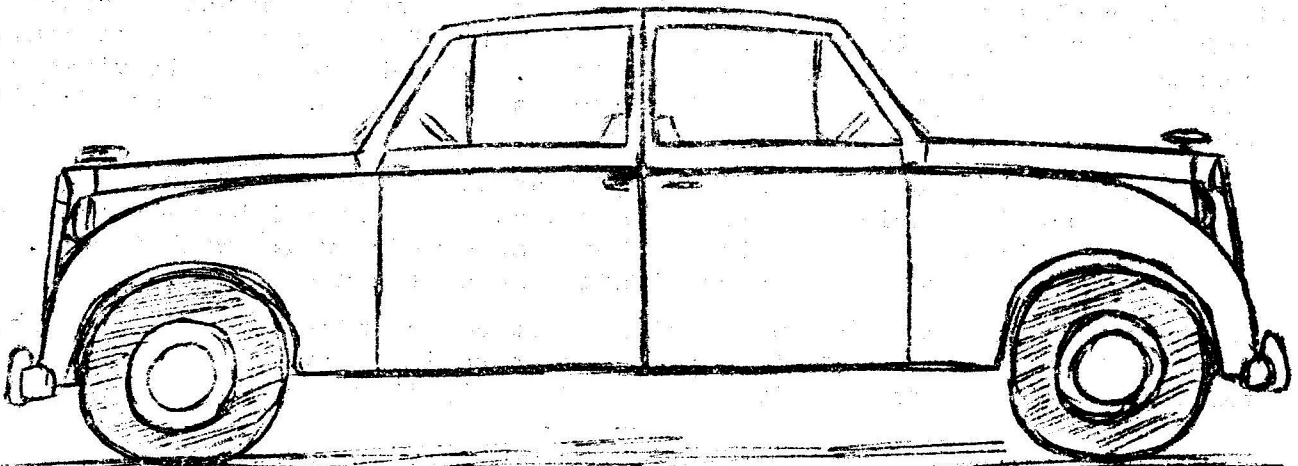


FLOWER ~ POWER

MAGAZINE OF THE
TRIUMPH MAYFLOWER
CLUB.

ISSUE No 11

JUNE 1977



WHERE ARE WE GOING? (See Ed's Piece)

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BRISTOL UK

Ed's Piece

This issue our cover poses a question which has been exercising your Committee for some time, perhaps not as an official agenda item but over the odd pint at various gatherings. That question is 'Where are we going?'

Although our latest member is number 184, the total number of paid up subs. as of now is only 104. Thus we have, in effect, lost 80 members since the Club started some 2 $\frac{3}{4}$ years ago. What we do not know is why we have lost them. Most do not even bother to resign, they just cease paying the sub. Obviously we are bound to have a turnover of members...interests change, people will sell their 'Flowers and try something else, feel that they do not get what they want from the Club, some may just need to save the money (times is 'ard...explanation for our overseas members), and so on.

So what should we do? Although the Mayflower is a grand wee bus and quite unique in its own peculiar yet charming way it is perhaps difficult to sustain interest in a model produced for only three years with the last one not very different from the first. This is one reason why the Committee try to get you to treat the Club as a club and not just a source of spares and information, although this latter is a prime objective as a means of preserving the model. Still, there is a regular hard core of members who attend the rallies and meets, so perhaps we should not be dismayed that more do not come. It is their loss, and as in the main events are self supporting we need not feel that we are hogging the funds. Funds of course are another matter...are sub. rates high enough or should they be increased? If they were you might get a glossy cover on your mag. but I do not think that is really what it is all about. It would raise the amount of capital available to invest in spares, and allow a bit of leeway so that we could consider a better service in some respects. I think they will inevitably have to rise a little to offset rising costs of postage, paper and suchlike things.

Even so, at 100 members we are only just about viable as a Club. We cannot consider such fripperies as Club ties and cufflinks, lapel badges etc. except at a price which it seems unlikely that most members would wish to pay. We cannot give much away to members without asking for more money.

These are all things for you to think about before next AGM, which is not so very far away. We want to keep the membership happy, because without the membership we have no club - the membership IS the club.

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This issue we have done rather better with contributions, to the extent when some have had to be held over. To all my sincere thanks...this is what a Club magazine is all about. I hope contributors will excuse me not acknowledging each one, this is a matter of postage and time (mostly the latter).

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We were most honoured to be awarded the Chairman's Cup for 1977 at the National Rally at Sudeley Castle. This is given 'for services to the Club during the previous year'. I trust that all of you who have helped with the Magazine in the past year, whether it be by way of contribution, in the printing, binding, packing or posting, will consider yourselves as sharing in the accolade.

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We ran the risk of being embarrassed this time by being provided with TWO forms of lubrication chart, one a Triumph issue and one an updated and reduced Castrol one (to whom all thanks for permission to reproduce). Then we noticed that they were respectively LHD and RHD, so we are sending the LHD version to overseas members and the RHD to home members. If you want one of the other sort, or extra copies, send SAE to Derek Goodyear saying what you want. Mr. Packer of Watford organised the Castrol one but unfortunately I've mislaid who sent us the other. Sorry...hope to redress next issue!

-- 0 --

RBB

Printed and distributed by Derek Goodyear, family and friends, Bristol U.K.

Hon Sec's Corner

First of all, as usual, welcome to new members A.Walton, R.Hollingworth, Mr. & Mrs. J.Zakrzewski, J.Byron, G.Dean, P.Goodwin, Mrs.C.Fearn, S.Barnes, G.Eriksson, Mr. & Mrs.A.Lowery, H.Redding, G.Johanson, R.Goodrick, P.Klensberg, J.Smith, Mr. & Mrs.M.Sadler, K.Simpkins, Mr. & Mrs.J.Weightman.

Mr.Weightman is member No.184.

Mrs Dorothy McMillen of 54, Langham Coult, Wimbledon, would love to see or hear from other members in her area. As Dorothy put it, for a cup of tea and her D.I.Y. cakes. She is also prepared to go halves with petrol if anyone would take her to any of the events. Perhaps some good samaritan will help this lady.

Mr.J.Smith and wife who have just joined us have replaced the old 'Flower engine with a Spitfire engine; we of course will be waiting to hear if he has broken the sound barrier. Well done James. No doubt this will interest Michael Anthony, who put a V8 engine in his Mayflower much to the delight of our American friends. P.S. James has the original engine, ready to be restored. (I take it we are talking about a TRIUMPH Spitfire, and not your actual 1000 hp+ Merlin?!! Ed.)

Car Badges available, price now £2.50 inc. p & p.

Eileen Mills

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Rally Sec's Notice Board

Sunday April 24th.....New Forest Run.

One solitary Mayflower turned up for this run..a beautiful day but rather draughty. Three modern cocoa-tins joined in to make a total of four cars playing 'follow my leader' around this lovely part of Merrie England. Anyway we enjoyed ourselves, but could have even more if more members had joined us. Thanks Roy for the run...we are now looking forward to your next one on Sunday Sept.4th....members please note. (More details further on. Ed)

Sunday May 22nd.....Wye Valley Run.

Again, one solitary 'Flower, but this time joined by an immaculate Razor-edge I800 saloon, and various modern tinware (I hope that is'nt meant to include my TR4, Ed.), 6 cars in all...I think we lost one young couple along the route, but I'm sure they enjoyed themselves more...on their own!!! Those who didn't come missed a good day in this lovely country of ours (I'll vouch for that, Ed.) At our various stopping places we had plenty of time to talk 'Flowers, shop, set the world to rights etc. Roy made it from Basingstoke and Frank from Wantage in his 'Flower...thank you all for coming....it makes it worthwhile when the effort is enjoyed by members. If only a few more of us would enjoy ourselves!!

3RD NATIONAL RALLY.....SUDELEY CASTLE

WILL SOMEONE PRAY FOR THE SUN TO SHINE AT OUR NEXT YEAR'S NAT. RALLY!!!

After a rather damp start we arrived at Sudeley to find the gate locked; and after a tour of the Gloucestershire countryside found a way into the grounds. Lo and behold, our field had three lively young inhabitants who wouldn't leave the cars or the tent alone. Eventually they were forcibly ejected and we were left in peace to erect the tent and bunting etc. in an effort to cheer up an otherwise dull start to the day.

To add further excitement Terry Mills arrived amid a cloud of steam, after chugging up the motorway...everyone dropped the flags and dived for the bonnet of the dejected 'Flower...which was duly stripped of its thermostat, and put back together under the guidance of Derek. As the day progressed all entrants arrived except two, but to make up for these three others

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intentionally blank**

(Part I appeared in Flower-Power No.8, Dec. 1976 and described the efforts of Mr.Lacey and his son to do up a Mayflower as a surprise present for his wife Iris.)

I am afraid Part II of our story has been rather delayed, but better late than never.

On checking the brakes we found some of the Bundy steel tubing to be a bit suspect; to enable the work to be carried out we had to move the Flower to Paul's friend's garage on the other side of Bracknell. We hooked up to a Transit van and off we went. The Tow-rope broke 4 times, in the end we pushed her the last 500yds or so until we reached Charles garage. There we eventually made up new pipes with all new fittings.

After a few weeks had gone by we had to quit this garage, so my friend Vic Smith offered to take our car to his garage at Ewelme to finish the work on the Brakes. This was carried out satisfactorily (IT IS NICE TO HAVE FRIENDS)

By this time Paul had been allocated a garage so it was back to Bracknell.

We changed the front seats over from No.2 car and then set about cleaning the chrome and paintwork. I found the radiator to be partly blocked so I contacted a friend in the business and he agreed to deal with it.

Well, the big day was coming for us to get the Flower on the road.

Iris was going to York for an O.U. Students Conference so we decided to aim at the weekend. I obtained the MOT, Insurance and Tax. On April 1st (I should have known better) I tried to run the Flower - even pouring rain did not put me off. In went a gallon of petrol, two pulls and she was away... ..100yds later she backfired and stopped. The distributor was loose, but a small amount of spanner work and off we went. BANG! BANG!...STOP! So in the pouring rain we pushed her back to the garage, where we found that the choke control cable was not returning because the outer was too short and the inner was bent. This was soon rectified but now petrol was leaking from the carb. so a new gasket was fitted and all seemed well. But time had now passed and Iris was home.

Paul then got a new garage nearer to his flat, where we would have more room and better light to work in.

I cleaned the engine compartment, refitted the repaired rad., replaced hoses and changed the front grill from No.2 car, new number plates, a good clean and we should be away....it was now the end of May. I had a run to work in the Flower, it was great if a bit strange; a final polish and all was well.

Our wedding anniversary was 3rd. June...this was going to be the day. June 2nd. came, the sun was shining a rosette on the bonnet in red, white and blue so I thought 'why not today?' and home she went. I parked on the lawn outside our house. Iris was coming home from school with a friend. As she alighted from the car she saw the black, shining car on the lawn..."ITS A MAYFLOWER' ...WHERE DID HE GET IT ...IS'NT IT LOVELY" (she was so right!) I then explained how I got the car, how long I had been hiding it. Iris was delighted to see the Club badge. I then told her to christen the Flower in the proper manner, so with a bottle of Champagne it was happening at last. Baptised it was in the best manner...named JUBILEE (what else?)

So that is the story..I expect there will be a few more tales to tell in the future. We hope to see you at some of the future rallies and functions, you will know our car, CNM 937...Black....named 'JUBILEE'.

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Talking of Merlins (see Hon Secs Corner) as I was mowing my lawn this afternoon I heard a deeper roar over the clatter of a 1½ hp Villiers. Shutting it off, what nostalgia, what magnificence, what power....over me were flying one Lanc, one Spit and one Hurricane of the RAF Memorial Flight. That deep throated sound still sends thrills down the spine. Ed.

MIDLAND SECTION INAUGURAL NON-EVENT

You really are a load of shockers! Mr.A.J.Watson, who you will remember offered his own home as a venue for an inaugural meeting to get a Midland Section going sends the following report:-

On the basis of the lack of response to the proposed meeting, despite such excellent coverage in the last issue of Flower-Power, it would seem that most 'Flower owners in the midlands are still in hiberhation.

Congratulations to Mr.H.Redding of Worcester, who up to seven days prior to the meeting was the only sign of life North of the Bristol Channel.He was the only one to return the chitty.

I thus had no option but to cancel the meeting in time to save un-necessary journeys by our hard working committee members. (Chairman and I were going to attend, Ed.)

Then on the Friday before the proposed meeting, excitement as new member P.Klensberg of Sheffield intimated attendance and we had a friendly chat on the phone while I explained the cancellation. On the appointed day I hung around in case the gentle warmth of a lovely spring day caused any last minute stirrings and at 2p.m. new member Mr.Fern of West Bridgford, Nottingham rang to show interest and we also had a lengthy chat, as a result of which I am to visit him in the near future.

So, at the end of the day three other interested midlanders...hardly a stampede but perhaps a start. From a selfish point of view I have made contact with a few neighbouring 'Flowers so the exercise has been worthwhile. Perhaps someone could offer a different venue and entice a few more members out of retirement next time.

So there you are!! With the exception of the members named above, I hope all of you within 60-70 miles or so of Nottingham feel suitably chastened. Perhaps if you write to Mr.Watson at 9, Quorn Close, Attenborough, Nottingham, he will still have enough enthusiasm unquenched to try again. Ed.

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EQUAL OPPORTUNITY?

A report of the Transport and Road research Laboraty states that after four years work analysing 2036 accidents both men and women have the same chance of being involved in an accident. There apparently the similarity ends - men drive too fast, whereas women are not as skilled at handling a motor car, make errors in manouvering, dont use the rear view mirror enough and are easily distracted. My wife agrees that men drive too fast but writes off the rest as nonsense. Oh, well...back to the drawing board. How can mere science argue in the face of such female logic.

RBB

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North Sea Petrol?

Recently I had trouble with my small and rather antediluvian but trusted motor-mower. Examination of the carb. brought to light a ring of white gunge in the float chamber and more in the jets, plus some liquid which was certainly not petrol. Personally I am convinced it was sea water.

RBB

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MEMBERS SALES AND WANTS. ETC. and CARS FOR SALE

Mr. H. Redding of Grove Cottage, Suckley Road, Leigh, Nr. Worcester WR6 5LE offers for around £10 a Mayflower body complete with seats, heater box (no blower) all wheels, no boot lid. He WANTS a complete engine to keep his proper 'Flower going while its own motor is being done up.

Mr. A. J. Watson of 9, Quorn Close, Attenborough, Nottingham, has for sale a 'Flower engine + head with 1 plughole stripped, and a gearbox. Offers? Phone Nottingham 255273.

Mr. D. Naylor, Abbots Leigh, St. Johns Road, Knutsford, Ches. (of TROC) has a copy of the Mayflower Spare Parts Catalogue and also a Service Instruction Manual. Best offer secures, will separate.

1951/52 (?) Mayflower 1st reg. Jan 1953. Comet Blue, matching upholstery. Mileage 86716. Eng. overhauled summer '76, tax and MOT expired Feb '77. Chrome and body good cond. Offers wanted...further details Miss J. Clark, 60 Sandgate Hill, Folkestone, Kent. Tel Folkestone-0303 38438

1952 Mayflower, MOT Nov. 1977 Details B. Badnell, Leighton Buzzard 66105 (This just missed last issue so he may well have taken other action!)

Mayflower for sale or exchange Dormobile. New Clutch, pistons and rings, head refaced (suspect one ring broken) Mechs. Manual, drivers manual. Contact I, Lime Cottage, Padholme Road, Peterborough.

1952 (Dec) Mayflower NOC 283, Grey, MOT Nov 1977, good tyres, basically clean and solid, everything original. Mechanically perfect. Circa £195. J.W. Serevena, 46, Nelson Road, Leighton Buzzard, Beds.

1952 Mayflower MFJ 867. Write if interested in purchase for spares to G.H. Frankum, 8 Fraser Close, Swindon Wilts.

Mayflower circa £165. Pearlgrey leather uph. some spares. Contact Peter Hollingworth, Old Coach House, Colwall, Malvern.

Renown radiator, for details contact C.E. Storey, 3, Cliff Drive, Leyburn, N. Yorkshire.

A member has spotted 2 'Flowers in a breakers yard operated by N.R. Dance Lindens Dairy, Lopcombe, Nr. Stockbridge, Hants (just off the Salisbury to Stockbridge road) Tel. Wallop 329. Both in bad state but complete at the time Breaker offered an engine and gearbox for £20 or a complete car for £50 (our informant thought this too much). If interested, follow up!

Mayflower in good condition, Cotman Grey, original pushbutton radio. £250 C. Grant, Byter Mill, Stoke Gabriel (Tel 572) Lockness, Devon.

Mayflower breaking, many parts available from S. Davies, Hilford, St George Road, Abergele, Clwyd, N. Wales.

J.S. Lloyd, Glendale Center Galleria, 6101 N. Keystone, Indianapolis, Ind. 46220. is restoring a vintage racing car, namely a Lotus 27 formula jnr. and needs a Mayflower part No. 300i48 Vertical Link. Can anyone help? He sent a photo so if you think you have the part let me know and I will send the pic. for comparison.

Seen abandoned in a field, owner says it can be taken away free, 'Flower minus engine) ask S. Knox, 24, Tymyndd, Pontnewydd, Cwmbran, Gwent for details. He also knows of a Renown unwanted and going cheap.

1952 Mayflower needs welding but ripe for restoration. Many spares, 4 practically new radials. £60 the lot. Usual head trouble. H.G. Martin, 36 Grays Road, RAF Uxbridge, Middx.

Mayflower for spares or restoration. A.D. Fuller, 51, Bradley Gdns, Ealing, London W.13.

Ditto.. Tennyson, 48, Asker Lane, Matlock, Derbyshire. Offers. Tel Matlock

4795

TECHNICALIA

Come on now, you must need one! So far only 24 orders for CYLINDER HEADS and that is not nearly enough! (This includes promises as well as firm orders with cash) Extract that digit and send Terry Mills your order plus a cheque for £25 NOW--THIS INSTANT. Terry dare not put the job in hand and order even the patterns for the new castings until he has many more than this. If you do not know what I am talking about refer Flower-Power Issue No. 10, March 1977.

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HOME WELDER . I said that Robin and I had ordered a small DIY electric welder. This has duly arrived and it is quite astonishing the odd jobs that readily lend themselves to welding that would be very difficult otherwise. The welder has three current outputs selectable by switch, 30Amp, 45Amp and 90Amp. It came c/w earth clip and electrode holder already connected up, a wire brush, a chipping hammer and a small supply of 1.5mm and 2.5mm electrodes. It plugs into the domestic 13 Amp circuit but on the 90A setting has a tendency to trip out my earth leakage trip, especially when one is being a little ham-fisted at striking the arc. Oh, I should also have mentioned that a hand held face mask was supplied. As this looked so dark that you could'nt see the job at all and was also occupying one hand I bought a pair of welders goggles with flip-up green lenses (clear lens underneath so they also double as general workshop safety goggles) and in a decent light these do allow one to see the work before striking the arc. Any skilled welder would probably curl up and cringe to watch us--I had one day on welding in the army over 20 years ago and Rob none--but we have both achieved reasonable proficiency with the equipment and wonder how we ever got by without it. The first skill is striking the arc (for the sort of work we have been doing initial preparation needs to be pretty minimal, as long as the edges to be joined do at least meet) and it helps if you wire brush or scrape the chosen earth point, which should also be as close to the point to be welded as possible, so that the clip gets a good contact. A bit of bare metal at the welding point also helps. Of course on the first few goes we welded the rod to the work in one almighty flash and then produce a 1 ft. long electric fire until we manage to pull off the electrode rod. Anyway after a bit of practice we can now get the arc going fairly easily with the 2.5mm rods on the 45A setting. It is difficult on the 30A setting unless you get it going first on the 45 and then switch over. We do not like the 1.5mm rods, having a lot of difficulty with these, and they consume awful fast. Having got the arc going how you proceed depends on the job. For instance if the work is fairly thin, keep the rod moving along the join relatively fast or the flame will blast right through. If this is not a worry, move slower so as to obtain deeper melting and a sound weld. We have found it difficult to weld typical body sheeting together as you can finish up with a line of hole rather than a join but it can be done in a series of rapid tacks. Obviously this is a job for brazing. I found that thin metal can be welded to heavier stuff by running the arc along more on the heavier and sort of drifting the molten pool onto the lighter. For heavy joins do the seam once then chip of the surface muck and take another pass, several if necessary. Whatever you do do not touch the work anywhere near the join for some time...it gets exceeding hot in a very short time. Also never look at the flame without the goggles, and if you have a long job use a mask, there must be an awful lot of ultra violet and you will finish up feeling as though you have gone to sleep in the sun otherwise. Jobs we have been able to do include such things as patching body and chassis rot, fixing lugs and brackets, patching up exhaust systems, mending a broken vise, making hinge hangers for a garden gate and even putting the handle back on a favourite cast iron omelette pan! It is amazing what can be fabricated from a few bits of scrap metal just welded together with minimal cutting and drilling.

What we need now is a DIY forge!! 8

Roy Bussell

MORE TECHNICALIA.....

Did You Know? from Frank Lane.

Mayflower door armrest assembly.... identical to the rear seat armrest fitted to the Wolsley 1500 circa 1960 if you remove the chrome finisher.

Window winders and door latch are the same as fitted to the Triumph Herald of the same era.

I obtained a set of big-end shells from a local light engineering firm for £4.50 after being quoted £16 by one of the suppliers of 'older' spares. The Club has a stock in various sizes so try Terry first.

Also available through Triumph dealers the grease seals for outer shackle pin (Pt No. IOI540, set of 8). I got mine through Hartwells of Bath who were very helpful.

Cant understand the paint firm (FP No. 9, Christmas 1976) not knowing about the genuine colours. I have a set of original colour sample cards with THEIR NAME PRINTED ON THE BACK OF EACH.

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Cylinder Head Problems .. a treatment by Hugh Prodger.

As we know to our cost, many Mayflower engines are failing because of the action between the aluminium cyl. head and the copper gasket in the presence of water such that the aluminium is consumed. A repair which I have found successful is as follows.

Clean round the eroded edges by scraping and then, providing there is enough thickness in adjacent metal, drill into the metal and screw in small self tappers to a minimum depth, just enough to grip. The screw then forms a good anchor for a GRP (glassfibre and resin) rebuild.

Make a wooden plug to the size and shape of the waterway and pack the adjoining internal spaces with waxed paper (inner envelope of a Cornflakes packet)...wrap the wooden plug similarly and then build up with the required amount of GRP. Build up proud of the head face to allow for levelling. I find Epoxy resins better than Polyester but possibly either will do.

You then withdraw the wooden plug and pick out the paper quite easily. Dont try to clean up the internal edges, they will be much better sealed as left by the paper. Obviously the face must be cleaned up. A rasp takes off most of the surplus and a good sized 'bastard' file blends the resin into the ali, and used carefully can correct minor warping.

Ed's Note...this sounds like my sort of coarse motoring, but for a permanent cure dont forget Terry's attempts to obtain new castings- dependent on your orders. So do Hugh's treatment for now, but secure the future by sending Terry £25 NOW. (All cheques payable to The Triumph Mayflower Club).

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Is Your Nose Blocked? from Malcolm Tidball

The 'Flower was gradually losing power and becoming progressively more difficult to start. On carrying out a compression test, a leakage rate of 84% was recorded on two cylinders (good grief, this is real technical stuff, Ed.) so I thought A-Ha, the head gasket has blown. But surprise, surprise two exhaust valves were very badly burnt out, the head gasket being perfect. (I would have thought that if they were that bad she would have clearly 'missed' on two pots on tickover, when the exhaust note would have been 'pom-fuff, pom-fuff, or pom-pom fuff-fuff' depending on the defunct pots. Another coarse motorists test is to put the flat of the hand against the tail pipe, engine ticking over, and if it has a faulty valve you can feel the 'miss' even if you cannot detect it by ear, Ed.) As it was obviously necessary to hold an inquest, I investigated very thoroughly every avenue but could not account for the cause (what about hot gasses and anno domini? Ed.) I proceeded to make

Technicalia Continued... .

the repairs, checking all details carefully as I went. Then suddenly Lo and Behold I found it! The engine breather pipe was blocked solid with sludge. This had allowed oil mist to accumulate in the crankcase and eventually find its way up past the valve guides and onto the valves themselves, thus causing them to burn out. (I am confounded, Ed.)

So be warned, do not get caught out as I was. Periodically check that the breather is clear. Being horizontal, it is prone to blockage. It is adviseable at the same time to check the little valve located on the inlet manifold connected to the end of the tappet cover breather, as blockage of this valve is the cause of lots of sludge being pushed through the main breather pipe. I have since found that by allowing the engine to breath to atmosphere rather than into the air cleaner I use less oil as there is no build up of pressure in the crankcase.

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A Worry Shared..... From A.J. Watson

My friend has an old Riley Kestrel so each Monday evening we have a car restoration session--one week Riley one week 'Flower.

Recently we decided to re-cover the rear parcel shelf on the 'Flower. My mate offered to get it out while I was fiddling with the door trim. I heard an almighty rrrrip and looking up saw the parcel shelf plus a large section of headlinⁱⁿg which had been stuck to it.

To remove the rear headlining panel we discovered by trial and error that the roof headlinⁱⁿg panels must be removed first. So by the end of the evening I had not just a parcel shelf to cover but three headlining panels as well.

With friends like that who needs enemies!

Still removal of the rear headlining panel exposed a ledge either side where third degree rust had set in, so it was a blessing in disguise. I am now trying to find some comparable headlining to complete the job.

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Replacements for Duff Engine Mounts.....from M.Hudd.

The condition of my front engine mounts together with the difficulty I experienced when trying to fit my starting handle prompted my search for replacements. After visiting various car shops I discovered that Morris Minor (Series II) gearbox mounts are ideal for the job.


The mount consists of a piece of rubber 1" thick with metal plates fixed to both sides. On each plate is welded a 3/8" fixing bolt. All that is required is to remove the car's mounting brackets and strip off the old rubber. The new mounts are then bolted to the brackets which have been drilled in the middle with a 3/8" clearance hole.

First drain water, then disconnect top rad. hose. Place jack under sump and raise the engine littlt by little. Undo the four bolts which hold the brackets. When the engine is raised clear of the chassis the old mounts may be unbolted from the engine. Note they are right and left handed. Fit the Morris mounts as described above and then refit to engine and reassemble car.

Having tried this method on my own 'Flower I can attest to its simplicity and that the new mounts will restore engine stability with no vibration of the car. Once done it should last for many years without further attention.

THE RESURGENCE OF THE 'GREMLIN'.

By Roy Bussell



Is a new breed of gremlins beginning to emerge? The older among us will recall that gremlins first appeared on the scene in WWII, multiplying enormously in the perfect environmental conditions for their species in the service aircraft which abounded in large numbers. These wee chappies, or sprites, or whatever, delighted in upsetting the plans of mere mortals by all sorts of playful tricks, like causing fuel gauges to read full when tanks were empty, guns to jam at the vital moment, bomb releases to suffer inexplicable built in delay, the map of the target area to be the one left behind, warning lights to flicker when systems were perfect, radars to show blips from empty air and so on ad infinitum. On the credit side there are well documented occasions when gremlins took pity on long suffering aircrew and literally held badly shot-up aircraft together long enough to reach dear old Blighty and the home station. This may have been a form of self preservation of course, but anyway with the passing of the Spits and Lancs, the wizard prangs and the line-shoots, and all the others, the gremlins passed with them into legend.

Now, however, I am convinced that with the upsurge in the numbers of old car fanatics, or shall we say thoroughbred enthusiasts, that again gremlins are on the increase. The ecology of the thoroughbred car and its attendant lair once again provides the environment and incentive for the breed, or perhaps a mutation, to be reborn. There is abundant evidence that this is so, although the skeptical may claim that this evidence has about the same level of credibility as that concerning UFO's whilst others may say it is all according to the laws of natural cussedness attributed to one Murphy. My own view is that all of these are connected.

As examples we may cite, for instance, the 'bent gravity gremlin'. Have you noticed when draining your sump that it appears that gravity no longer acts vertically downwards but works obliquely. However you position yourself to remove the drain plug the BG gremlin manages to ease it sideways and get you, every time. He is also pretty good with dirt displaced from the underside of the car, getting you in the eye or ear with unerring aim. A close friend of his is the 'orifice mover'. When topping up with oil, or brake fluid, or water it doesn't go all over the place because your hand shakes, no the little blighter has moved the hole! Then there is the 'instant eclipser' who works closely with the 'levitation' gremlin. When you drop a nut or other small component the former ensures that it disappears before your eyes at some point in space before it hits the ground. The latter then transports it to rest at a distance it could not possibly have reached unaided. Their cousin, the 'sideswiper', is the one who moves carefully placed tools so that when flat on your back under the car you can neither feel them or see them and in fact he has probably put them underneath you. Yet another eats your greasegun dry just as you get in position for that most awkward point.

I am sure we have all met them and their myriad tricks—we could go on endlessly—like the one who takes the pliers out of the toolkit just before you set off on a voyage, or the one who oils squeaks when you stop to find them, and then wipes it off again as soon as you move off. Nevertheless if you take their antics in good part (after all, it is only a game) they will often relent and do you a good turn. How many times have you conked out just as you reached home...who do you think kept it going the last ten miles? Who put that valuable spare, which you haven't seen for years, at the top of the pile just when you needed it? Who kept his finger in that hole in your tyre all the way home, only letting go sometime during the night from sheer exhaustion while you are tucked up snug in bed?

No, treat 'em right and they will come up trumps. After all, the game really would'nt be much fun without them! Do you know any? If so, tell us.

Geoff King-Spooner has gone to a lot of trouble to look up where each member's car was originally registered and although I blanch at the typing his list is reproduced herewith (except that I have left off the numbers to save space and time) Ed.

DFB BATH	NEL BOURNEMOUTH	ERP NORTHANTS.
NHW BRISTOL	NFJ EXETER	OPT DURHAM
PHY BRISTOL	HJL LINCS.	LOY CROYDON
MDF GLOS.	SEV ESSEX	CDJ ST.HELENS(LANCS)
MCD BRIGHTON	PKE KENT	HYO LONDON
PTV NOT'HAM	TPC SURREY	SPK SURREY
SS E.LOTHIAN	JCA DENBS.	GFK WORCESTER
FFK WORCS.	NNK HERTS.	PYA SOMERSET
LOX B'HAM	OYB SOMERSET	OTC LANCS.
CEJ CARDIGANSH.	MWK COMENTRY	WHK ESSEX
BFA BURTON ON T.	NOJ B'HAM	CNH NORTHAMPTON
JBD NORTHANTS	NVR MANCHESTER	TPA SURREY
YMX MIDDX.	GJN SOUTHEND	PTU CHESHIRE
PYA SOMERSET	BBG BIRKENHEAD	DCB BLACKBURN
NUU LONDON.	OBP W.SUSSEX	KWK COVENTRY
LP LONDON	HHR WILTS.	ECT LINCS (KESTEVEN)
JFY SOUTHPORT	JNT SALOP	MYP LONDON
RLG CHESHIRE	GPM E.SUSSEX	NCV CORNWALL
JWV WILTS	XMG MIDDX.	BVV NORTHAMPTON
CYJ DUNDEE	CCM BIRKENHEAD	PTD LANCS.
MUC LONDON	CUF BRIGHTON	RPK SURREY
HJB BERKS.	TNO ESSEX	YMC MIDDX.
JKU BRADFORD	OYD SOMERSET	KWP WORCS.
RKL KENT	MRU BOURNEMOUTH	PPJ SURREY
RKK KENT	MOH B'HAM	MDG GLOS.
LAX MONMOUTHSH.	E STAFFS.	PKO KENT
NNX WARKS.	NZ LONDONDERRY	LUY WORCS.
TUF BRIGHTON	LLN LONDON	PLG SHESHIRE
JDM FLINTSHIRE.	RAE BRISTOL	HDM FLINTSHIRE
RPP BUCKS.	NFJ EXETER	NXB LONDON
HFN CANTERBURY	HTP PORTSMOUTH	WMD MIDDX
EJA STOCKPORT	TPD SURREY	MDF GLOS
LPP BUCKS	PUM LEEDS	OXM LONDON
PJH HERTS.	HRP NORTHAMPTON	MYV LONDON

Geoff also says that he picked up a number of AA handbooks circa 1951/2 at a local jumble sale for 2p each. If you want to be really pukka and have the genuine object nonchalantly displayed during concours he will be happy to send you one for the price of the postage. He only has six so write now to him at 43, High Street, Thornbury, N.Avon.

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SWOPSIES

Geoff King-Spooner, 43, High St., Thornbury, N.Avon...

Has.... Mayflower rear windows and frames, headlamp trims, boot/door/ bonnet handles, complete dashboard instruments, windscreen wiper motor in good order.

Wants.. AA/RAC grill or bar badges (post-war). Any motoring literature prior 1955. Front leather seats (Mayflower)-will pay cash adj. if in good nick. Mayflower handbook. Issues 1-6 Flower-Power (For these you can write to Derek Goodyear who should be able to arrange photostats at low cost, Ed.)

Geoff is prepared to purchase if any member wishes to sell any of the above items (if the price is right!).

NUTS AND BOLTS BOX

Mayflower Carpets..... You will remember several issues ago we noted a report in the press that concerned Messrs. Autotailors and the Trade Descriptions Act. Well, fair do's, we now have a report from a member who has nothing but praise for them. They now have patterns, allegedly accurate ones, for 'Flower carpets and our member is more than satisfied with their efforts. Regretably I cannot find their address.

)) 6 ((

Ashley W.Hawes of 82, Bond Street, Englefield Green, Egham, Surrey (Tel Egham 6591) who advertises with the slogan Have-Grease-Gun-Wil-Travel has asked us to mention his wide range of services for Roadsters and Razor-edge. These include things like surveys at £24 plus mileage, IOK miles service £40.50 inc. materials, Brake service/rebuild at £24 plus parts and mileage, k/p and bushes replacement at £15 plus p & m and many more. Write or phone if you want to know more, I'm not getting any discount for typing this!!

)) 6 ((

New member A.Moores of Blackpool (I have'nt got his full address yet, if you are interested ask Eileen to forward) offers 4 hubcaps, 1 rad., 1 engine, 1 gearbox, 1 water pump, 2 road wheels, 2 makers instruction books, 1 heater and ventilating unit c/w booster motor, flexible pipes and control uni

)) 6 ((

Ed's Tailpiece

Well that's it for another three months. I hope I have'nt left out anything important. The promised Index of past issues of Flower-Power is on the stocks but I have not yet made up my mind as to how best to present it. Perhaps next time. Peter Burdge has handed me a further collection of material but I am holding this over as I think it may go down better as the evenings draw in...you will have more time to take action on his requests!

The only reason you are getting this issue more or less on time is because my telly-box has busted.....anyone got a portable they would like to swop for a fully operational 1950 Anglia IOOE called Winnie, MOT 10th Aug., 4 nearl y new remoulds (or you can buy her for £40 or so!!!).

Robin has sold his beloved Mayflower at last. There were tears in his eyes, (in all our eyes for that matter) as she disappeared out the gate. Still she has gone to a good home, member Ken Ball. We wish her well and a new lease of life. Robin is now learning that there is no car quite like your first one. His TR2 rebuild is now proceeding steadily, the engine is in and it has been driven up and down the drive (even though there aint no seats yet). The motor sounds better than my TR4, even though it is some 10 years older, and he's got an overdrive too. Tis'nt fair!!

We wish our American friends the best of luck and success with S.T.I.R. 2. I'm sure we would all love to be there. Still it will presumably be back here next year again. No doubt there will be a full report in the VTR mag in due course..(place your orders now, eh?)

So there we are....have a good summer, folks, and may your 'Flowers never wilt. Hope to see some of you at Pinnocks in September.

Contributions for the Autumn issue by end of 2nd. week in September, please.

Roy Bussell

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STOP PRESS

News from Down Under.....Member G.A.Howard of Brisbane, Australia, has just ordered FIVE, yes FIVE new cylinder heads. Now that is the sort of order we need....come on, you wealthy Mayflower owners, lets be having you!!

SPARES LIST JUNE 1977

NEW ITEMS IN STOCK

<u>Part No.</u>	<u>ITEM</u>	<u>PRICE</u>
	Front Bumpers	£16.00
200244	Hub Caps (Nave Plates)	3.25 each
80022I	Sealing Rubber Q/Light R/H	3.00 "
800220	" " L/H	3.00 "
700 243	Door Sealing Rubber	3.50 "
600736	Sealing Rubber Trunk Lid	2.25 "
200I4I	Petrol Pumps	12.50 "
	Sets of Pistons, All Sizes	22.00 set
	Bearings Mains and Con Rods All Sizes	6.50 set
700520	Door Handle Outside with Key	3.50 each
60I02I	Door Lock	2.00 "
60I02I-2	Striker Plate	75p "
	Brake and Clutch Pedal Pads	50p "
	Oil Seals Various	
200324	Back Cable Assmbly Complete Brakes	2.50 "
V564	Fan Belts	2.00 "
3N56	Timing Chain	2.50 "
PBIOI	Contact Set	45p "
45I	Rotor Arm	30p "
	Rubber Bushes Front Suspension	1.75 pack
	Crown Wheel and Pinnion	16.50 each
PPQI	Thermostat	50p "
6I478	Drain Tap	1.00 "
AB650	Top Gasket Only	3.75 "
	Keys FA50I to 625	20p "

New Spares That Can Be Obtained





35000/I	Brake Cylinders Front	5.25 each
33668	Brake Cylinders Rear	6.00 "
3I232	Master Cylinder
KL7I408	Repair Kit Master Cyl.	2.00 "
KLI0I203	Brake Hoses	2.75 "

Any enquiries to Terry Mills, Spares Sec, 33 Woodside Road, Kingswood, Bristol.

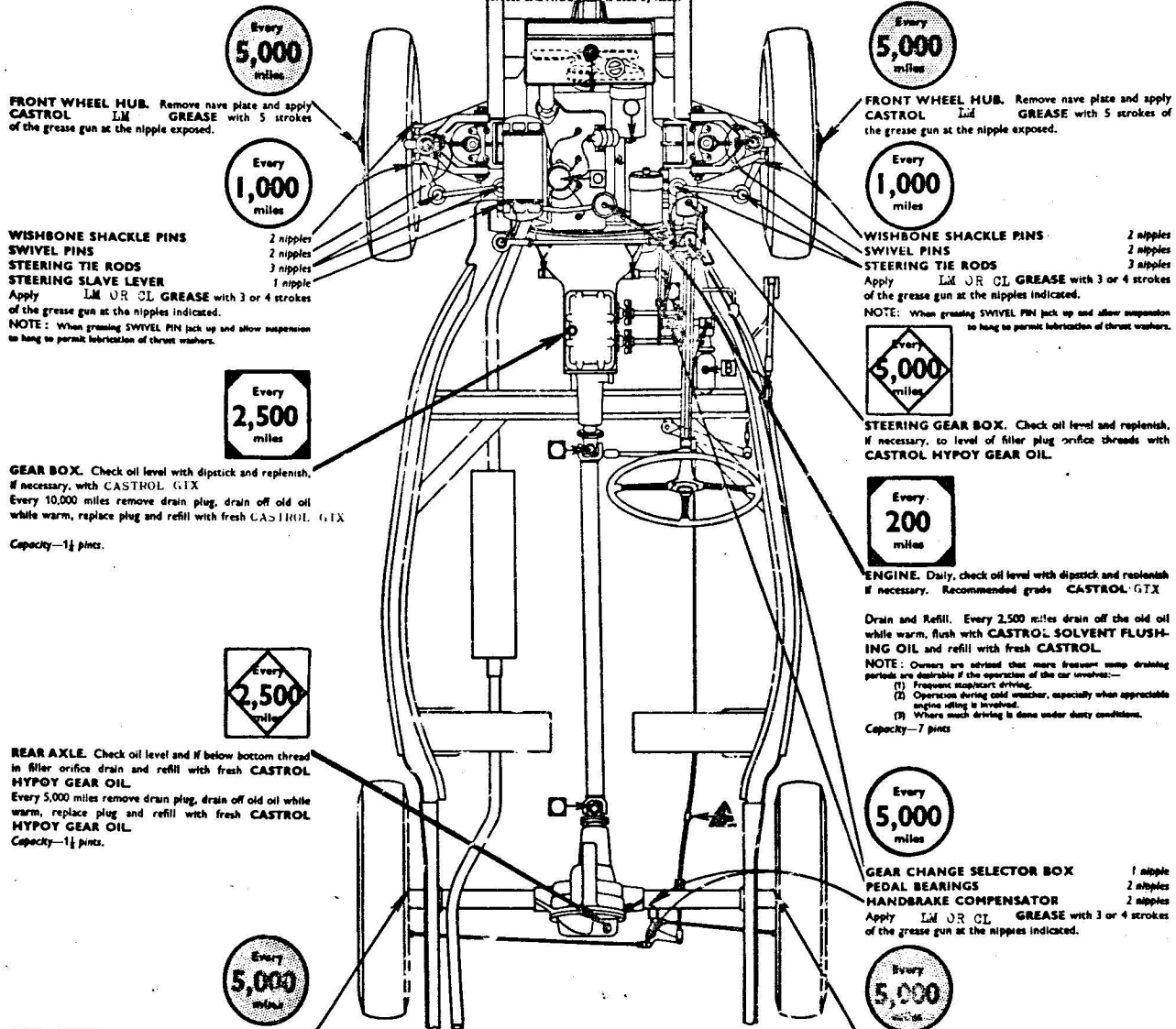


LUBRICATION CHART

EXPLANATION OF SYMBOLS

 <p>CASTROL GTX High quality, multi-grade motor oil recommended for the engine. GTX is also recommended for the gear box.</p>	 <p>CASTROL HYPOY GEAR OIL A powerful extreme pressure gear oil essential for the lubrication of hypoid rear axles. Also recommended for use in the Steering Gear Box.</p>	 <p>CASTROL LM OR OL GREASE Recommended for chassis lubrication.</p>	 <p>CASTROL LM GREASE Recommended for the wheel hubs and water pump.</p>
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WARNING. It is important to ask for the correct CASTROL grade, by name, and to see that it is dispensed from a CASTROL container. CASTROL is marketed as a finished product and contains carefully balanced additives in precise quantities. The addition of other additives or dilution cannot improve it and in some cases can prove harmful. While CASTROL grades (except CASTROL R) will mix with other mineral oils, full benefits cannot be derived unless the correct CASTROL grade is used by itself.



FRONT WHEEL HUB. Remove nave plate and apply **CASTROL LM GREASE** with 5 strokes of the grease gun at the nipple exposed.

FRONT WHEEL HUB. Remove nave plate and apply **CASTROL LM GREASE** with 5 strokes of the grease gun at the nipple exposed.

WISHBONE SHACKLE PINS SWIVEL PINS STEERING TIE RODS STEERING SLAVE LEVER
Apply **LM OR OL GREASE** with 3 or 4 strokes of the grease gun at the nipples indicated.
NOTE: When greasing SWIVEL PIN jack up and allow suspension to hang to permit lubrication of thrust washers.

WISHBONE SHACKLE PINS SWIVEL PINS STEERING TIE RODS
Apply **LM OR OL GREASE** with 3 or 4 strokes of the grease gun at the nipples indicated.
NOTE: When greasing SWIVEL PIN jack up and allow suspension to hang to permit lubrication of thrust washers.

GEAR BOX. Check oil level with dipstick and replenish, if necessary, with **CASTROL GTX**. Every 10,000 miles remove drain plug, drain off old oil while warm, replace plug and refill with fresh **CASTROL GTX**.
Capacity—1½ pints.

STEERING GEAR BOX. Check oil level and replenish, if necessary, to level of filler plug orifice threads with **CASTROL HYPOY GEAR OIL**.









REAR AXLE. Check oil level and if below bottom thread in filler orifice drain and refill with fresh **CASTROL HYPOY GEAR OIL**. Every 5,000 miles remove drain plug, drain off old oil while warm, replace plug and refill with fresh **CASTROL HYPOY GEAR OIL**.
Capacity—1½ pints.

ENGINE. Daily, check oil level with dipstick and replenish if necessary. Recommended grade **CASTROL GTX**.
Drain and Refill. Every 2,500 miles drain off the old oil while warm, flush with **CASTROL SOLVENT FLUSHING OIL** and refill with fresh **CASTROL**.
NOTE: Owners are advised that more frequent pump draining periods are desirable if the operation of the car involves:—
(1) Frequent stop/start driving.
(2) Operation during cold weather, especially when appreciable engine idling is involved.
(3) Where much driving is done under dusty conditions.
Capacity—7 pints.

REAR WHEEL HUB. Apply **CASTROL LM GREASE** with 5 strokes of the grease gun at the nipple provided.

REAR WHEEL HUB. Apply **CASTROL LM GREASE** with 5 strokes of the grease gun at the nipple provided.

ALSO REQUIRING ATTENTION

- OIL CAN** Every 5,000 miles. **DISTRIBUTOR.** Indicated thus  Withdraw the rotating arm and apply a few drops of **EVERYMAN OIL** to the top of the spindle. Do not remove the screw exposed. Apply a smear of **ENGINE OIL** to the Distributor Cap and Contact Breaker Pivot. Add a few drops of **ENGINE OIL** through the hole in the Contact Breaker Base, through which the cam passes, to lubricate the Automatic Advance Mechanism.
- DOORS, LOCKS, HINGES AND BONNET CATCHES.** Apply a few drops of **EVERYMAN OIL**.
- GEAR CHANGE MECHANISM** Indicated thus  **HANDBRAKE CONNECTIONS AND RATCHET MECHANISM AND CLUTCH OPERATING LINKS.** Apply a few drops of **CASTROLITE**.
- CLUTCH SHAFT BEARINGS** Indicated thus  Apply **CASTROLITE** at the oil holes on each side of the clutch housing.
- DIRECTION INDICATORS.** Apply **EVERYMAN OIL** by means of a small brush to the catch pin between arm and operating mechanism. Remove screw, slide off arm cover and apply a drop of **EVERYMAN OIL** to lubricating pad at top of arm.
- Daily Radiator.** Check level of coolant and top up if necessary. In winter, **CASTROL ANTI-FREEZE** should be used to protect the system against frost. Use 3½ pints of **CASTROL ANTI-FREEZE** to give protection down to 26°C. (47°F.) of frost or 3½ pints to give protection down to 33°C. (60°F.) of frost. Where no heater is fitted, then the quantity of anti-freeze should be reduced by ½ pint.
- Every 500 miles. BATTERY.** Check and maintain level to the tops of separators—**DISTILLED WATER**.
- Every 1,000 miles. AIR CLEANER (Export Models).** Inspect and replenish, if necessary, with **ENGINE OIL**. Every 2,500 miles clean out oil bath, below gauze and refill to correct level with fresh **ENGINE OIL**. Capacity ½ pint approx. Wash gauze unit in petrol and dry before re-assembling.
- Every 5,000 miles. AIR CLEANER (Home Models).** Remove, clean and re-wash with fresh **ENGINE OIL**.
- UNIVERSAL JOINTS.** Indicated thus  Apply **CASTROL HI-PRESS GEAR OIL** with 3 or 4 strokes of the oil gun.
- WATER PUMP AND FAN.** Indicated thus  Apply **CASTROL LM GREASE** with 5 strokes of the grease gun.
- HANDBRAKE CABLES.** Indicated thus  Apply **CASTROL HYPOY GEAR OIL** with 3 or 4 strokes of the grease gun.
- BRAKE MASTER CYLINDERS.** Indicated thus  Check level and replenish, if necessary, with correct fluid.
- REAR SPRINGS.** Clean and spray with **CASTROL PENETRATING OIL**.
- DYNAMO.** Indicated thus  Unscrew cap at commutator and refill cap with **CASTROL HEAVY GREASE**.
- SHOCK ABSORBERS.** Girling Telescopic Type requiring no topping up. If they become inoperative they should be serviced by makers or Girling Agent.
- UPPER CYLINDER LUBRICATION.** In order to lubricate more effectively the pistons, piston rings, valve stems and guides, **CASTROLITE** may be used in the proportion of 1 fluid oz. to 2 gallons of fuel.

	TYRE PRESSURES		DISTRIBUTOR	SPARK PLUG
	Front	Rear		
2 Passengers	20 lbs./sq. in.	23 lbs./sq. in.	Contact Gap	Gap
Fully Laden	20 lbs./sq. in.	25 lbs./sq. in.	.012"	.037"

This chart has been checked and approved by the Manufacturers.— **THE STANDARD MOTOR COMPANY LIMITED, COVENTRY**
Issued by **CASTROL LIMITED, CASTROL HOUSE, MARYLEBONE RD., LONDON, N.W.**

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