

FLOWER~POWER

MAGAZINE
OF THE
TRIUMPH MAYFLOWER CLUB

ISSUE No 16 Oct 1978

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AN INTERNATIONAL CLUB

AFFILIATED TO CLUB TRIUMPH

THE RETIRING COMMITTEE

Chairman.....Roy Bussell. 'Pinnocks', New Road, Tadley, Basingstoke
& Magazine Editor Hants.
Hon Sec.....Robin Bussell, 12, Chesham Road, Brighton, Sussex.
Vice Chairman..Vacant
Hon Rally Sec..Reg K Varney, 32 Mackie Road, Filton, Bristol
Hon Treasurer)
Hon Spares Sec) Peter Burdge, Weeping Ash Farm, Yatton, Somerset.
Hon Archivist)
C'tee Member No.1 Malcolm Batch, 1 Royston Av., Chingford, London E4
C'tee Member No.2 Frank Lane, 18 Grosvenor Terrace, Wantage, Oxon.
Magazine printed and distributed by J.R.Baker of Stourbridge.

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IN THIS ISSUE

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Bits of This and That as per usual
Ed's Farewell



ChairmEd's Piece

So summer is nearly gone, yet again. It may not have been one of the better ones but I dont reckon it was all that bad. At least it has'nt been all that cold, and I seem to have managed for many weeks on end without putting the hood up on the old TR. I must admit that I mourn its passing, as with the advancing years I like the winter less and less. Still the grass will soon stop growing and the weekly chore of mowing it can be forgotten for a few months. So perhaps there is something to be said for it. I know we are supposed to rub our hands with satisfaction and start to plan all that making good and rebuilding, engine reconditioning and so on ready for next year...but who can afford to heat the garage these days? I seem to manage about an hour, perhaps an hour and a half, before frostbite of the nether extremities sets in and a session in front of the idiot box suddenly seems a marvellous idea!

This is my 13th edition of Flower-Power and I think it is time someone else had a go. My creative urge seems played out, the flame is guttering, it requires a firm effort of will even to look at this typewriter. Thus hopefully this will be my last editorial, and at the AGM the job of Ed. is up for grabs. So all you would-be journalists, how about it. There must be someone out there who reckons I've been making a pigs ear of it...now is your chance! Write to me or Robin and we will see that you are nominated. This is positively my last, repeat last, go so if no-one comes forward, no Mag!! (No, Peter, sit down! You cant take this on as well!)

Most of this issue is going to be rather formal because it is concerned with the 1978 AGM. Several pages are taken up with a rewrite of the Constitution, as several of the unfortunate events earlier in the year have shown up a few omissions. Also at previous AGMs we have tinkered with the rules but a new complete issue has never been made. This seems a good opportunity to bring the whole thing up to date. If there is anything you dont like, come to the AGM.

A sad bit of news is that Terry Mills has resigned as Vice-Chairman, the post he has held since the formation of the Club. Most of you will recall that until about last Christmas he was also Spares Sec, a job which he undertook with extreme zeal and efficiency. The Committee decided unanimously to propose that he be offered Honorary Membership. I should point out that it is not the intention to take this course every time someone resigns from office, but Terry is one of the founder members. This also will come up at the AGM, as will the post of Vice Chairman for which our old friend Frank Lane has accepted nomination by the Committee.

Hon Sec Robin has decided to become a student again, returning to his beloved University of Sussex to undergo an MSc course. For some time he has felt that the job of Hon Sec should be separated from dealing with routine membership business, so that Hon Sec can have time for creative thinking and wild flights of fancy. The new Draft Rules reflect this by including for a Membership Sec. If adopted, Robin is prepared to keep on as Mem. Sec. Thus the job of Hon Sec is also up for grabs!

Remaining incumbents in the Committee are all prepared to stand for re-election (see Notice of AGM) but of course anyone else is entitled to seek nomination for any of the positionswrite to me. It will not be possible to circulate all members with a list of nominees resulting from this request, so come to the AGM if you want to see who they are.

By the time this gets to you STIR 3 will have happened, so I hope I will have seen you there. As for STIR I the Club is responsible for checking in the entrants. Unless we can manage a stop press there wont be any results herein because I hope this will be away to our printer before the event.

Robin's Nest (Hon. Sec's Corner)

Late again with my contribution (and typing it myself!)...still, better late than never. My apologies to the people who have suffered a delay in correspondence with me over the last few weeks; what with moving from London to Brighton (note the new address on the cover), coaxing my Morris 1000 Traveller through its MOT and spending a week on Skye, time has been short. Still, I'm now more or less up to date with my letters, and I'm very happy to welcome the following crop of new members:

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Next important event on the Club Calendar is the AGM. This is your chance to come along and exert some influence on what the club is doing, and the more of you the better! As mentioned elsewhere, one task for the meeting will be to elect a new Hon Sec. Anyone interested in the job (which should involve maintaining some sort of overview of the Club's activities, liaising with other clubs, and so on) should drop me a line, or ring me (Brighton 606396) and I will be delighted to discuss it further. Remember that the actual workload involved shouldn't be all that heavy (as I intend to keep on doing the 'Membership Sec' job), but that it is an interesting job which needs doing - and somebody is needed to do it!

The summer seems to have flashed past, it seems only a few weeks since the Club weekend in Bala, in North Wales, at which a splendid time was had by all. All of you who didn't come - you don't know what you're missing; with luck there'll be more similar weekends in the future, so you'll get more chances!

A final note - now that I'm in Brighton (again!) I'm looking forward to meeting a few more of you. Anybody interested in a cup of tea or a pint, give me a ring (B'ton 606396) or drop by.

See you at the AGM.

NOTICE OF 1978 ANNUAL GENERAL MEETING

This year the AGM will be held at :-

VENUE... The Two Boats Inn, Long Itchington, Nr. Rugby (on the A 423)

DATE.... Sunday November 19th. 1978 see bottom of page 7

TIME... Noon for the bar, 2.30 pm for the Meeting.

Please drop a line to Robin if you are coming to give us some idea of numbers so that we can, hopefully, lay on refreshments (for which a collection will be made at the time).

AGENDA

1. Apologies for absence.
2. Minutes of AGM 1977 and EGM 1978.
3. Matters arising from the minutes.
4. Reports of:-
 - a/ Hon Sec
 - b/ Rally Sec
 - c/ Spares Sec
 - d/ Treasurer
5. Chairmans Statement.
6. Election of Terry Mills to Honorary Membership.
7. Subscription rate for 1979.
8. Adoption of re-written Constitution (Draft enclosed)
9. Election of Officers and Committee Members.
10. A.O.B. (Only matters of a non-controversial nature should be raised. Chairman must reserve the right to refer anything really fundamental to next AGM or to an EGM after full statements to the membership via Flower-Power.)

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Relevant Notes (or things you should know)

- Item 2 You will recall that it was necessary to call an Extraordinary General Meeting to deal with a situation of a sudden lack of several essential Officers. That matter was resolved and we have soldiered on.
- Item 6 See ChairmEd's Piece where all is made clear.
- Item 7 The current rate is £3 for any class of membership (£5 for overseas members). The Committee have not considered it necessary to suggest an increase at this time.
- Item 8 Also discussed in ChairmEd's Piece.
- Item 9 Following our normal procedure nominations are sought for the following positions. Time (and expense) will not allow for a circulation of all members with a list of nominations, and in the event of there being no nominee nominations will be sought from the floor at the AGM. The existing incumbent is prepared to stand for re-election as indicated.

Chairman... Roy Bussell prepared to stand for re-election.

Vice Chairman.. Frank Lane nominated by the Committee.

Hon Sec .. Nomination required.

Membership Sec. New post.... Robin Bussell (retiring Hon Sec) prepared to stand for election.

Rally Sec.... Reg K. Varney prepared to stand for re-election.

Treasurer.... Peter Burdge " " " " "

Spares Sec... " " " " " "

Archivist.... " " " " " "

Magazine Editor. Nomination required.

Ordinary Member No.1. Malcolm Bath prepared to stand for re-election.

Ordinary Member No.2 Nomination required. 3.

TRIUMPH MAYFLOWER CLUB..... UPDATED DRAFT OF CONSTITUTION.

TO BE CONSIDERED AT THE 1978 AGM.

1. The name of the Club will be "The Triumph Mayflower Club", hereinafter called "the Club".

2. Objects

- a/ To preserve and promote interest in the Triumph Mayflower car.
- b/ To encourage and assist members to care for their vehicles so as to secure and maintain an extremely high standard of preservation both mechanically and bodily.
- c/ To encourage the sport and pastime of motoring.

3. Subsidiary Powers

The Club shall have the following powers exercisable in furtherance of its said objects but not otherwise, namely:-

- a/ To print and publish any books, periodicals, magazines, newsletters or leaflets that it may think desirable.
- b/ To organise such meetings, rallies and social functions as it may think fit.
- c/ To borrow or raise funds on such terms and on such security as may be thought fit.
- d/ To do all such other things as are incidental to the attainment or furtherance of the said objects or any of them.

4. Classes of Membership

- a/ Ordinary Membership...which shall be open to any person irrespective of age with an interest in the Triumph Mayflower.
- b/ Family Membership...which shall be open to any person together with his or her spouse and children with an interest in the Triumph Mayflower.
- c/ Honorary Membership...which may be conferred by the Club in General Meeting upon any person considered by the Club to have made a significant contribution to the furtherance of the Club's aims, subject to the maximum number of honorary members at any one time not exceeding five; an honorary member shall enjoy all Club facilities and may stand for election to the Committee and may exercise a vote in Committee and in General Meeting.

5. Application for Membership

- a/ Application to become a member or to renew membership of the Club shall be made in such form as the Committee may from time to time determine.
- b/ Each applicant shall be deemed to agree, in the event of his/her application being accepted, to be bound by the provisions of the Constitution and the regulations made thereunder as the same may from time to time be amended.
- c/ Notwithstanding anything contained in Clause 4 hereof, the Committee may refuse to admit any applicant to membership, but shall in no case give any reason for any such refusal.

6. Subscriptions

- a/ Every member except Honorary Members shall pay an annual subscription to the funds of the Club of such amount and in such manner as the Club in General Meeting may from time to time decide.
- b/ Subscriptions for renewal of membership will be due on 1st April each year. If a member's subscription is not received by 1st June he/she will cease to be a member, but will be eligible for re-admission. Members joining in the period April to September inclusive shall be liable for the full annual subscription, whereas members joining in the period October to December inclusive shall be liable to pay half the annual subscription rate in the first instance. Members joining in the period January to March shall be liable for the full subscription in the first instance but need not pay a 4

further subscription until the year following.

7. Expulsion of Members

The Committee shall have power to expel any member whose conduct shall in the opinion of the Committee render him unfit for membership of the Club. Before any such member is expelled the Secretary shall give him/her fourteen days written notice to attend a meeting of the Committee and shall inform him/her of the complaints made against him/her. No member shall be expelled without first having an opportunity of appearing before the Committee and answering such complaints nor unless at least two thirds of the Committee then present vote in favour of his/her expulsion.

8. Management

a/ Committee

- i The Club will be managed in all affairs except those reserved in the Constitution to the Club in General Meeting by a Committee consisting of the following Officers, Ordinary Members and Appointees selected as indicated:-

Elected by the Club in General Meeting, to serve for nominally 1 year.
Chairman, Vice Chairman, General Secretary, Membership Secretary, Rally Secretary, Treasurer plus two Ordinary Members.

Appointed by the Committee and co-opted onto the Committee, with vote
Spares secretary, Magazine Editor, Archivist and any other such special appointment as may from time to time be necessary.

- ii The Committee shall meet not less than four times during each calendar year. Any member absenting him/herself from three consecutive meetings without reasonable excuse shall forfeit his/her position on the Committee and the vacancy may be filled by another Club member elected by the remaining members of the Committee. Similarly should any Committee member resign his/her position during his/her year of tenure the remaining members may elect a replacement to serve until the next Annual General Meeting when they shall retire but shall be eligible for reelection, as shall all members of the Committee elected by the Club in General Meeting.

- iii Any member of the Committee may at any time summon a meeting of the Committee by notice served upon the other members. The Committee may generally meet, adjourn and regulate their meetings as they think fit and may determine the quorum necessary for the transaction of business, Questions arising at any meeting shall be decided by a majority of votes. In the case of equality of votes the Chairman shall have a second or casting vote.

b/ General Meetings

i Annual General Meeting

The Club shall hold at least one General Meeting in each calendar year as its Annual General Meeting at such time and place as may be determined by the Committee, and the meeting shall be so specified in the notice calling it.

ii Extraordinary General Meetings

All General Meetings other than Annual General Meetings shall be called Extraordinary General Meetings. The Committee may convene an Extraordinary General Meeting whenever they think fit and shall do so upon any 10 members of the Club making a request to the Secretary in writing that such a meeting be held specifying the business to be transacted.

iii Notice of General Meeting, business to be transacted and quorum.

Each member of the Club shall receive by post a notice of General meeting not less than 21 days before the meeting. The notice shall state the venue and time of the meeting together with an agenda of the items of business to be transacted. No other business but that specified in the notice shall be pursued to a decision. A quorum shall consist of 15 members present and voting. Business will be decided by a majority of votes and in the case of equality of votes the Chairman shall have a second or casting vote.

iv Votes at General Meetings

each

At a General Meeting each member, and family member except children under 18 years of age may exercise one vote. Honorary members may also exercise one vote but members of their families who may be present shall not be entitled to vote unless they are members in their own right.

v Postal Ballot

In the event of the Committee deciding that as a matter of emergency or for any other reason a poll of the entire membership is called for the Committee shall have the power to arrange a postal ballot in any way they think fit provided that the matter(s) to be decided are clearly stated so that an unambiguous yes/no vote may be recorded. The result of such a ballot shall be deemed to be binding as if it were made in General Meeting and each member shall be apprised of the result in due course.

Control of Funds and Expenditure.

i No Officer, Committee or ordinary member shall be entitled to any remuneration in respect of his/her post or appointment except for reimbursement of out of pocket expenses such as postage, telephone calls and small consumables but not for travelling expenses. All appointments within the Club are honorary.

ii No obligation may be incurred or expenditure made out of Club funds without the authorisation of the Committee. The Committee shall however have the power to delegate responsibility to specific officers in this respect up to a limit of £50.

iii The Treasurer shall keep proper books of account in respect of all funds received by the Club and expended on the Club's behalf and shall provide for each member at the Annual General Meeting an income and expenditure account for the period since the last such meeting.

iv Authority to borrow money shall be vested in the Club in General Meeting and if so authorised the Committee may proceed as it thinks fit in the best interests of the Club.

v At least once per year the accounts of the Club shall be examined for correctness of the income and expenditure and balance sheet by one or more auditors appointed by the Committee.

Rallies, Meetings and Club Events.

In furtherance of its Objects the Club shall from time to time arrange a National Rally which shall include a 'concours d'elegance' in its programme together with any other events which the Committee may deem desirable. At this rally and at any other rally, meeting or event organised by or within the Club members, their friends and family attending shall do so at their own risk and no Officer of the Club or organiser of an event, or the Club itself shall be responsible for any damage or loss or injury howsoever caused and entry or attendance at an event shall be deemed as indicating acceptance of this condition.

II Spares and Equipment

- i The Club shall make all endeavours to secure both new and secondhand parts suitable for use in the Triumph Mayflower which shall be held at such place as the Committee shall from time to time direct. Such parts are to be made available to the members of the Club at reasonable price which shall not exceed 125% of the price paid by the Club. Any profit so realised shall be retained solely for the purchase of more spare parts. Charges for carriage or postage shall be paid by the member ordering spare parts from the Club.
- ii The Committee may also purchase such items of equipment as may be necessary for the efficient administration of the Club's affairs and to facilitate the effective organisation and running of Club events.

I2 Dissolution of the Club

A motion to dissolve the Club may only be made at an Extraordinary General Meeting but may not be voted upon at that meeting but shall be put to the membership as a whole by postal ballot. At least three quarters of the members so voting must vote in favour of dissolution for the motion to be carried. In the event of such a motion being carried the membership as a whole shall be responsible for payment of any outstanding debts and any remaining assets realized will be distributed among members after payment of outstanding debts.

I3 Alteration of the Constitution

The Constitution of the Club may be altered by the members of the Club in General Meeting.

I4 Minutes

The Committee shall cause accurate minutes to be kept of each Committee meeting and General Meeting of the Club. These minutes shall be kept in a book or books as directed by the Committee and shall be available for any member to view at the place where they are normally kept given reasonable notice of a request to examine them.

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Notes on the above ...

I should make it clear that the foregoing draft has not been drawn up in Committee and no other person has in fact been actively involved. The draft is based upon the Club's existing rules modified as suggested by experience of their operation and in the light of another set of rules drawn up for another organisation by Peter Burdge, who kindly supplied me with a copy. Many of the items could be spelt out in much greater detail but this hardly seems necessary for a small Club of this type. So if you do not agree with anything I have written, or feel that the wording could be tidied up please let me know by writing or better still come to the AGM. All this may seem merely the doodlings of your actual Civil Servant who has to have everything set down on paper but I assure you that a workable Constitution is vital, especially when things go wrong. Your Committee is responsible for quite a lot of yours, the members, money and property so it is as well for both them and you that everyone understands just what can and cannot be done. Hopefully nothing will go wrong, but it is as well to be prepared.

RBB

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Venue for the AGM.... The Two Boats Inn, Long Itchington. (On Grand Union Canal)

I know nothing of this pub having picked it out of the Yellow Pages as being further North than we have gone before and in fact pretty well central in England (apologies to our Welsh and Scottish members). Hopefully some of you who have not managed to attend earlier AGM's in Bristol or Burford will make this one. The pub is on the A423 about 8 miles due East of Leamington Spa. (The A423 in fact runs from Coventry to Banbury). It is a Whitbread pub and does usual things with chips; and has a large car-park. 7.

The 1978 National Rally at Dodington House, Chipping Sodbury.

Although many entry forms were sent out this year we had only 20 cars displayed. Unfortunately we saw only one pre-1940 car instead of the usual 8 or 10 (there must have been some other events clashing). Even so, from the messages I have received, a good day was had by all-and for once the weatherman was extra kind to us.

I would like to thank everyone who made the day possible, Mr. Don Jackson of Goodlass and Wall Ltd. (Valspar Paints), Mr. A. Marsden of AB Packing Ltd. of Coventry, Bob Train of Club Triumph for his help with the P.A. System, Mick McCormack of British Leyland (who put me in touch with the above gentlemen and acted as go-between). Also a word of thanks to Vice - Chairman and two members of Triumph Sports Car Club who helped with driving tests. Finally my thanks to all who came along and helped in any way to make the day a success, including Phil Hall and Frank Lane with their stands (which ensured that overall we actually finished in profit!) and of course to Maj. SFB Codrington and Miss Julie Dickenson for letting us use the grounds of Dodington House and for presenting the prizes.

Results were as follows:-

CONCOURS	Class 1 Mayflowers.	Class 2 Pre 1940
	Ist. David Huxtable.	Ist Wendy and Rod Withers
	2nd Mrs V Law	(1924 Bullnose Morris)
	3rd G Dean	(Not enough entries for other placings)
	Class 3 1945-55 other than Mayflowers.	
	Ist. B.J. Bishop (1948 Vauxhall Velox)	
	2nd. Robin Bussell (1954 Triumph TR2)	

DRIVING TESTS

Class 1	Ist C. Winters	Class 2	No entrants
	2nd M. Bath		
Class 3	Ist Bob Barter (Morris 1000 Traveller)		
	2nd Robin Bussell (TR2)		

DISTANCE AWARD M.J. Davies Manchester... Mayflower.

CHAIRMAN'S CUP. A cup presented to the Club by Phil Hall for the Chairman to award to the Club member who, in his opinion, has done the most for the Club in the past year, to be held until the next National Rally..... Peter Burdge.

(If I may pin something on your Notice Board, Reg, I would like to thank all those who donated valuable objets d'art, motoring paraphernalia and so on to my Bring and Buy stall, and also to those who were rash enough to buy! We made £14 for Club funds, and I still have a lot of stuff left over for the next one!)

Frank Lane.

CONGRATULATIONS TO...

Stan Davies of Abergele whose Mayflower beat, among others, a Bentley and an Austin Sheerline to win 1st prize in the Classic Car section of Chester Vintage Car Club's Rally at Llandudno in July. Jolly good show!

Frank Lane who beat eight other Mayflowers to win the concours for the Mayflowers attending the TROC Rally at Burford this year. Excellent result!

STOP PRESS STOP PRESS..... STIR 3, Wonderful day, wonderful overall turnout. Could have been more 'Flowers, 8 or 9. concours and distance, Mr. Hall of Stockton-on-Tees. Marking difficult, 5 very high standard, notably Peter Burdge Frank Lane, Terry Mills; hard luck Dave Huxtable (unavoidably detained and just missed judging). Congrats Reg on gate organisation! RBB

IS YOUR BONNET CATCH SECURE? asks Malcolm Banyer.

A short while ago I was driving my Mayflower on the A11, a very straight road, when a giant truck going very fast passed me in the opposite direction. My bonnet flew up and all I could see was an expanse of blue paint. A glance in the mirror proved nothing was behind so I stopped as quickly as possible, difficult as it's hard to tell exactly when one is on the road. I was very lucky, the only damage was a slight dent in the air scuttle and a racing pulse.

This might be a warning to others to check that the bonnet catch is holding firmly. It can be seen quite easily from underneath the car...mine was only catching one side and the square hole in the locking plate was worn nearly round.

So I suggest that you take it apart, check it reassemble it and make sure it works so that the same does not happen to you. It was an experience I could have done without.

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CARS FOR SALE....Some of these have been in my 'In-tray' for some time so may no longer be available. Ed.

Restorable Mayflower for sale very cheaply. Minus engine, gearbox and propshaft but otherwise more or less complete. Blue leather upholstery. Also complete 1932 Triumph Super 8 Pillarless Saloon at £650 ono. Only two known to exist and owner has the other one as well. Bernard Law (address not provided, ask Peter Burdge, Weeping Ash Farm, Yatton, Somerset.

1953 Mayflower, Black (originally Jade Green) Body good, engine unwell. Mrs. Pullicino, 218 McLeod Road, London SE2. Tel 01-310-9213.

1953 Mayflower, runner, no MOT, some rust. Raymond Webb, 198 Ongar Road, Brentwood, Essex.

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BLEEDING HEARTS COLUMN

Tired and frustrated magazine seeks a new Editor to cherish, nurture and satisfy cravings for virile and masterful companionship in maturing years. Suitors must be willing to experiment and try new ideas, providing their own equipment. Write in strict confidence in a plain envelope to Flower-Power at Pinnocks, New Road, Tadley, Basingstoke, Hants.

Seriously, folks, this can be quite a 'fun' job. As F.P. is only issued roughly quarterly it only requires, apart from an orderly mind to ensure that material which inevitably comes to hand just as you have finished an issue can be found for the next issue (something I have great difficulty in doing), a few evenings or weekends concentrated effort four times per year. What you have to do is decide what you are going to select from the mass (?) of material sent to you, sort out the order of presentation and then type it onto stencil using your own typewriter (like the wife, the bird in the office etc...actually I type most of it myself and do the other part of the editing job as I go along ie ensuring that it comes out as reasonable English and that points are made with some impact). You then curse the Club Officer who sent you something urgent just when you reckon you have finished. This may mean a re-ordering or an extra page. Anyway you finally parcel the whole lot up, page numbers clearly marked, to whoever has been conned into operating the Gestetner, addressing envelopes etc. You then wait with bated breath for your own copy to come plopping through the letter box to see how it turned out. This is when you spot all the spelling mistakes and omissions and other faults. The man who does the printing at the moment, John Baker, is a proper printer and is anxious to improve the whole thing by a decent cover, photographs and so on so the scope for our next Editor is really quite exciting.

RBB

JBB

RBB

TALE OF A FLOWER

by

I.C. RUST

PART II

Another item to check is the brake pipe to the rear. This follows the same path as the wiring and is subject to the same accumulation of mud and water. Although I had replaced mine about three years ago, it was going rusty. The reason for replacement was because it had let me down late one Sunday evening 60 miles from home. Fortunately for everybody I had pulled in to a layby as it burst. So be warned!

In telling you about the wiring and brake pipe, I have jumped the gun as you might say, because of course I left the rewiring until the repairs to the sills and chassis were completed.

Writing an article in a back number of Flower Power, our old friend Frank Lane told how to remove the stone guards (as they were called in my days on the old Standard Vanguard) and of the amount of dirt and rubbish which he found had accumulated behind them (for those of you who missed this article, they are located under the rear of the front wings).

Although I had removed mine about six years ago I had not touched them since. When I took them off again to fit the new sills I found the body behind them had rusted through to the floor. This entailed welding a new piece in the driving side floor about twelve inches long by six inches wide. This accumulation of silt had also started to rust away the bottom of the wing which had to be cut away and welded up with new steel sheet to enable me to weld the front of the sill. The weld lines were then sanded down with a drill attachment, tapped in very slightly and skimmed over with fibre glass.

I next turned my trusty old hammer and screwdriver loose on the front wings around the headlamps, the bowls of which form another trap for everything the wheels can throw up there. Once again it took very little effort to make a hole in the nearside wing, likewise the headlamp bowl.

On making enquiries at my local garage, with a need to purchase new bowls, I was told that in practise he could only obtain them complete with sealed beam units. The ones which I purchased were B.L.M.C. 1100/1300 type also the retaining rings which fit behind the aperture in the wing. You have to retain the headlamp rim securing ring off the old unit to enable you to refit the existing rim, otherwise it was fairly straightforward. They came complete with sufficient wiring to take through to the barrel connectors inside the engine compartment.

Since then I have come to the conclusion, upon examining our Minor 1000, they are almost, if not identical, to the original Mayflower unit.

Another job I took the opportunity of doing while the door frames were being chromed was to weld up the split in the door either side of the quarter light upright; this seems to be a common fault in most of the Mayflowers I have seen.

With all the welding completed, the next job was to treat the underbody with some sort of preservative, the worst areas being the chassis members and side floors rearwards of the gearbox, the rest of the chassis to the front end had a good coating of oil and grease, most of which had been sprayed on there when the oil pressure hose fractured on a previous occasion, and this had made a very good job of preserving the metalwork. I left it on there as I considered it was better than anything I could buy to do the job.

Having cleaned the dirt and rust off the rest, I first of all treated it with Trustan 23 which I believe is a fairly new product. Unlike most rust treatments, it does not require washing off with water before painting. You simply leave it for 24 hours to set up a chemical reaction on the metal and then paint over it. The other point in its favour is that, being a very thin liquid, it is easy to apply, especially in awkward corners.

Next I primed with red oxide and then finally a coat of underseal. All that remained to be done now was the respray of the bodywork. I had previously 'phoned General Industrial Paints of Middlesex to enquire if it was possible to have the original colour (Cotman Grey) made up. Like a lot of firms these days they weren't interested. On enquiring at a Standard Triumph dealers who still had a Mayflower parts book, it gave Black as one of the original colours with Red trim, so Black was decided as the final colour.

Having now almost finished, with just a few bits of chrome to be collected from the plating works, it is at last beginning to look worth all the work and effort it has taken.

For those of you who are wondering what sort of money is involved in all this, it is roughly as follows:-

<u>ALL</u> exterior chrome	£90
Lamps complete with bowls and rings	£32
Cellulose and thinners (so far)	£23
Sills (Steel)	£16
Misc: Underseal, rubbing down paper, bumper bolts, wiring and connectors, welding rods, fibre glass, etc.	£30

Having watched the various stages of all this work being carried out, and seeing the end almost in sight, my wife sat down and composed a few lines of verse. (She will be able to call her Morris Minor her own again). It's done a lot of miles collecting spares for the Mayflower.

"FLOWER FRIVOLITY"

The time has come my Husband said
To talk of many things
Of spares and rust and welding rods
And chrome and doors and wings.

By Mrs. Rust (?)

(Actually Mrs Rhys
Jenkins.)

The poor old Flower must be rebuilt
I'll start on it today
He stripped it down and welded it
All I could do was pray

The body repairs have all been done
The chrome is shining bright
If I keep my fingers crossed
We might go out tonight

It's seats are out, the windows too
It does look rather sad
But optimistic Husband says
It's really not too bad.

The initial rubbing down begins
Before her first respray
The masking up, I'll help with that
It really is child's play

Some Husbands go out fishing
And some drink lots of beer
Mine lives in the garage
It's really very near!!!

The coats of paint they go on fast
She's improving by the hour
At last I know just what they mean
When they talk of "FLOWER POWER"

OVERSEAS REGULATIONS

We have had the occasional request from overseas members to tell them what they must do to a Mayflower to make it conform to the current regulations for use on the roads in THEIR country. Now we have enough trouble figuring out how to satisfy our own inquisitors to get our annual Ministry of Transport certificate of roadworthiness and we have no idea at all what your regulations are in other countries. In UK we have our usual anachronisms in that all cars, of whatever year, must for instance have windscreen washers and twin rearlights but if the car was built before 1965 it need not be fitted with seat belts! We could go on endlessly about the variation in standards from one testing station to another and swop tales about pass or fail of, say, the handbrake, depending on the strength of the examiners arm. It might be of interest to members if our overseas friends could let us have some information about the regulations and tests in their countries. Personally I prefer the Irish test...they dont have one!

-- oOo --

BUYING A NEW CAR

The first thing I ask myself is "Whoever can these days?". The second thing is "Who would want to, with all that depreciation, no proper chassis, all that effete luxury and knowing that it will be clapped out in 5 years?" Then envy sets in firstly at their affluence (or the generosity of their employers) and second at the thought of not having to tinker with the thing (well, not often) for at least the first year or so to keep it moderately reliable. Be that all as it may the point I wish to mention is that when a new car is first registered I think you are supposed to enter on the form the 'approved type number'. So if you dont get the supplier to register it remember to ask him what this number is. Personally I dont like the sound of it, sounds to me like a bit more bureaucracy and computerization. The implications are ominous...what if you build your own 'special'...how can it possibly have a type number. No doubt there is machinery to cope with this but is it the thin edge of the wedge? I dont know what wedge but be wary, is this the onset of 1984? Shall we soon have to apply for permission to draw our standard issue grot-box, type-dependent on job status? Sweep all the non-conformist transport off the road, how dare that man drive something different and for which there is no type identification! Good Grief, he is only a Plebe Work Unit Grade Z and he is making like a Commune Group Leader Level A4!

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HEALTH AND SAFETY AT PLAY

There was a most sad case reported recently in the Magazine of the TR Register concerning a member of their Essex Group who lost his life when working underneath his TR; as I understand it it fell off whatever was supporting it and crushed him. This serves as a grim warning always to be doubly sure whenever you have to go underneath. NEVER trust a jack on its own. NEVER trust a pile of old bricks or oil cans. NEVER place supports on loose gravel, soft ground or a sloping surface. ALWAYS use well maintained axle stands or steel ramps. ALWAYS rock the car about to make sure it is secure BEFORE you crawl underneath. When using ramps ALWAYS place chocks behind the wheels still on the ground. You may only be going under for a quick look, but remember you are a long time dead! I speak as one who dropped his first car on himself many years ago but I was lucky, it was only a 1929 Austin Seven and I was able to get one leg into a suitable position and shove it off me. Its something I have always tried not to repeat!

Remember the safety code....J*A*C*K

Jack.....Axlestand.....Check.....Krawl!

RBB

A CAUTIONARY TALE by D.J.FISHER (actually submitted in July 1977, no doubt he has despaired of ever seeing it in print)

A few years back I was driving my Mayflower at dusk and drew up at traffic lights alongside a motorcycle. Waiting for the lights to change I realised that there we were becoming enveloped in clouds of smoke, but since the motor-cyclist was revving his engine enthusiastically (as motor-cyclists will) I assumed that the smoke was his. However at the next set of lights the motorcyclist had gone, but the smoke was still very much in evidence. It was almost dark, the instruments all gave normal readings, the car was running well and I was very near home so I drove on. Next morning I found a pool of oil beneath the car- though it was not very obvious where it had come from. Checking the dipstick showed no oil at all! It took almost 2 quarts to bring the level back to the full mark. On starting the engine nothing seemed amiss at tickover, but when engine speed was increased it became apparent that the flexible pipe to the oil pressure gauge had developed a serious and sudden leak. It seemed more a question of overall seepage than a break; the smoke had come from the oil spraying onto the hot exhaust pipe! Fortunately no lasting damage had been done but only a short distance further on the sump would have been empty. Despite the gauge showed no discernable drop in pressure. Incidentally another flexible proved difficult to obtain and a replacement was made by carefully removing the unions and attaching them to a suitable length of plastic pressure tubing. So keep a careful watch on this item, a fault in which can so easily cause the complete ruin of your engine!

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Mr. Fisher also mentioned (in 1977) that he had a badly corroded and pitted 'Flower' cylinder head built up and planed flat by a local firm in Bristol, namely Hartcliffe Engineerin Co., Hartcliffe Way. The cost, at that time, was £8.60 which seems very reasonable. No doubt it will be higher now but still relative.

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TEMPERATURE GAUGE REPAIRS

Ed. had an enquiry about where one can get temperature gauge capillaries repaired and our revered Spares Sec tells us that the unit should be taken to any Smith's (instruments) stockist or agency. They do not hold service replacements but will arrange for your own to be dickered up.

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CLUB TIES

Reg Varney has obtained a sample order of Club ties. These are plain maroon with the wee Mayflower ship emblem in gold (? he says it is more of a yellow) I think the ties are in terylene and the device is, I believe, printed on. Price is £2.20 each. Cash with order to Reg at 32 Mackie Road, Filton, Bristol. (I hope he has included postage in that price!) PS No he hasnt, please add IIP or send large oOo SAE.

LOCALLY ORGANISED RALLIES AND MEETS.

We have had a few unfortunate slip-ups latterly in that people have told us of small local gatherings which they have laid on. Trouble is that these notifications have just missed an issue of FP and are set to take place before the next one. This of course is a snag of issueing FP fairly infrequently and if the demand justifies it we could consider a few stop-gap issues of a couple of sheets from time to time. The real answer is to let the Rally Sec know about your proposals AT THE BEGINNING OF THE YEAR or at least in early Spring. Then events can be entered on the programme and everyone has plenty of notice. In the meantime, our apologies to anyone who has mustered the enthusiasm to run something only to find that noone turns up because noone knows about it.

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NEW SPARES LIST: AMENDMENTS - AUGUST 1978

Please attach this sheet to the parts list sent with "Flower Power" No.15

DESCRIPTION	STANPART NUMBER	MANUFACTURER'S PART NUMBER	PRICE £ P
<u>ENGINE AND CARBURETTOR PARTS</u>			
<u>New Items Stocked:</u>			
Manifold Gasket	103978	Payen M3278	1.50
Exhaust Pipe Gasket	32301	Payen 34F7	.50
Tappet Cover Gasket	43669	Payen 7696	1.00
Valve Springs (set of 8)	47757	Terry's VS.295	4.00
Fan	200826		1.65
<u>Amended Price:</u>			
Carburettor	201209	Solex 30FA10-2	8.25
<u>FUEL PUMP PARTS</u>			
<u>New Item Stocked:</u>			
Flexible Petrol Pipe	103070	Titeflex GF32	1.25
<u>OIL SEALS</u>			
<u>New Item Stocked:</u>			
Rear Hub (Alternative)	100342	Payen C472	1.30
<u>No Longer Available:</u>			
Pinion	100898	Payen NA328/C571	-
Gearbox Rear	100650	Advance 2534	-
Front Hub	100867/8	Payen NA980/L102	-
<u>IGNITION AND ELECTRICAL PARTS</u>			
<u>New Items Stocked:</u>			
Starter Main Spring	70057	Lucas 250404	.80
Starter Bush, Drive End	500927	Lucas 250678	.25
Dynamo Brush Set	59743	Park-Remax DB15	.55
Distributor Rotor Arm	57469	Park-Remax PB32	.40
Front Sidelamp Bulb Holder		Lucas 572783	1.00
<u>No Longer Available:</u>			
Contact Set	57470	Intermotor 250	-
Front Sidelamp Assembly with Bulb		Lucas 52139	-
<u>STEERING AND SUSPENSION PARTS</u>			
<u>Amended Price:</u>			
Front Suspension Rubber Bush - each	102228		.25
<u>No Longer Available:</u>			
Rear Shock Absorber		Girling A7 262	-
<u>CLUTCH PARTS</u>			
<u>New Items Stocked:</u>			
Clutch Cover Assembly	500257	B&B 45686/23	11.90
Clutch Facing Package (19)	500262	Ferodo B6/WO/2	3.00
<u>Amended Prices:</u>			
Driven Plate (20)	500436	B&B HB1313	9.90
Release Bearing (Thrust Race)	501004	Auto.146892	2.25
<u>No Longer Available:</u>			
Release Lever Plate	500259		-
<u>BRAKE PARTS</u>			
<u>Amended Prices:</u>			
Master Cylinder Repair Kit	300868	Lockheed 31232	13.50
Main Cup		Lockheed 588	.14
Master Cylinder Repair Kit	500900	Lockheed KL71408	2.25
Wheel Cylinder (for LH & RH)	103278	Lockheed 30284	6.40
Front Wheel Cylinder Repair Kit		Lockheed KL71496	.75
Brake Shoes - Set of 4	101824	Lockheed KB1C03	7.80
Hose, front and rear (early type) (21)	59550	Lockheed KL101406L	2.95
Hose, front, later type	103840	Lockheed KL101203L	2.55

BODY AND MISCELLANEOUS PARTS

Amended Price:

Hub Cap (*22) 200244 4.95

No Longer Available:

Door Lock Assembly (RH), early type 700197 -
Exterior Door Locking Handle 700520 -
Door Lock Striker Plate (LH) 601021 -
Door Glazing Strip 600269 -
Rear RH Window Rubber 800221 -

ADDITIONAL NOTES

- (*19) Contents: 2 linings and 18 rivets.
(*20) Wrongly numbered in previous list as 42527.
(*21) Although KL56802L is listed as suitable for the early "Mayflowers" it is about 5 inches shorter than KL101406L; the use of the latter is recommended.
(*22) Price for set of 4 is £18.25.

SPARES NEWS

RECONDITIONED CYLINDER HEAD: No suitable offers for this item having been received from subscribers to the cylinder head fund (!) offers of over £40.00 are invited from the membership as a whole.

SECONDHAND PARTS: I have a few parts, but no list as yet. If you want any particular part, write or phone to see whether I can help. However, until somebody volunteers to collect and dismantle some scrap "Mayflowers", there will be no secondhand spares service as such.

STEERING IDLER ARMS: No news. Has anyone had theirs reconditioned, if so where?

TRIM: I can obtain reproductions of the "Mayflower" door nameplate (part no. 600661) for about £3.00 each, provided I order 25 at one go. If interested, write to me as soon as possible (enclosing SAE) so that I can assess demand. These are "copper electroforms backed up with an inert tin based alloy, then nickel and chrome plated." I may be able to get bonnet handles made in due course. Watch "Flower Power" for details.

WINDOW RUBBERS: Does anyone know where these can be obtained?

WORKSHOP MANUALS ETC: If you have any copies of the workshop manual, handbook or parts book for sale, let me know, as several new members need these. If any member has (lawful) access to a cheap photocopier, and would be prepared to run off copies of the whole or parts of these books for sale to members, please let me know. It would be useful to have some "mint condition" copies to work from.

POST AND PACKING - AN EXPLANATION: The 15% charge is about right on average, but if it is more than is actually required, the balance will be held in your favour to offset future purchases or, if you request it, to be refunded to you. You will in any event receive an invoice showing details.

GENERALLY: Shortage of funds means that I cannot always hold large stocks of each item, and occasionally I run out for a time. If this happens, please bear with me!

VANGUARD PHASE II 1953: I am reluctantly offering my grey 1953 Vanguard for sale as it does not appear that I will have time to give it the attention it deserves. Very good condition - with respray and general tidying could be concours winner. Some new parts, including bumpers etc. Similar "feel" to "Mayflower" but much bigger & faster. Will accept £250 for it, provided it goes to a good home!

STIR III: I plan to attend this event, so if you want me to bring any particular parts, please let me know beforehand.

TYPIST WANTED: In a few weeks, my directory of alternative part numbers will be ready for stencilling (for duplication). Is there anyone skilled in these matters who would be prepared to type the stencils, as I lack the necessary time and ability to make a proper job of it. By way of warning, it will run to well over 20 pages, and these will largely consist of columns of numbers. Stencils etc. will be provided!