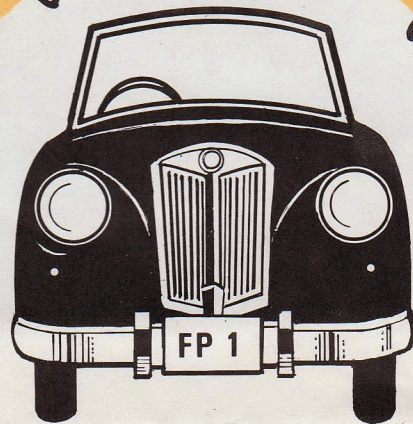


**Autumn
1979**

**Flower
Power**

**Issue
19**



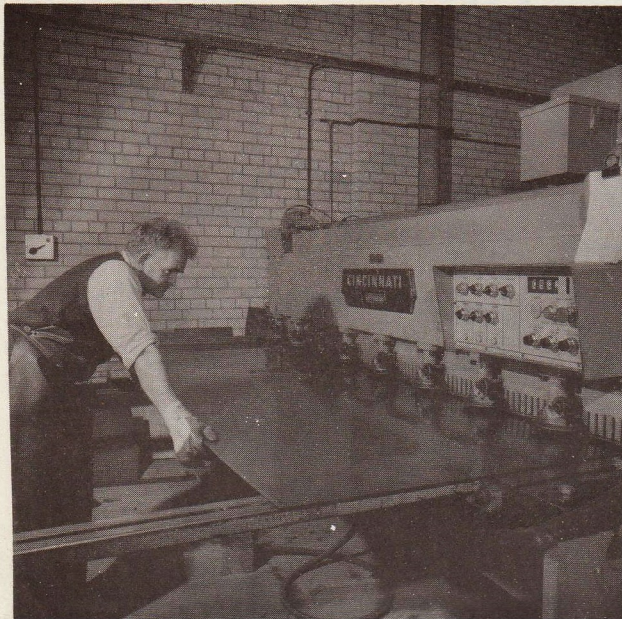
**THE TRIUMPH MAYFLOWER
CLUB MAGAZINE**

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Flower Power

ISSUE No. 19
AUTUMN 1979

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"Pinnocks", New Road,
Tadley, Basingstoke, Hants.

Vice-Chairman:

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18 Grosvenor Terrace,
Wantage, Oxon.

Hon. General Secretary:

PHILIP HALL
75 Morley Road, Staple Hill,
Bristol BS16 4QY

*Hon. Membership Secretary
and Hon. Rally Secretary:*

REG VARNEY
32 Mackie Road, Filton, Bristol

*Hon. Treasurer and
Hon. Spares Secretary:*

PETER BURDGE
Weeping Ash Farm,
Yatton, Somerset

Ordinary Member No. 1:

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Flower Power Editor:

J. R. BAKER
3 Unwin Crescent, Stourbridge,
West Midlands

IMPORTANT
NOTICE

ANNUAL GENERAL MEETING

SUNDAY, 21st OCTOBER, 1979
at 2 p.m. at

THE TWO BOAT INN
LONG ITCHINGTON

NR. COVENTRY, WARCS.
(A423 10 MILES S.E. COVENTRY)

IT IS IMPORTANT YOU ATTEND

★

JOBS FOR THE ASKING

SPARES SECRETARY POSITION

(Peter is overburdened with doing two jobs
and could do with a break)

★

F.P. EDITOR

I'd like to give this job away, mainly because
of lack of interest in the mag. by members.

CHAIRMAN'S LETTER

Pinnocks
August 1979

What a magnificent day the National Rally turned out to be. Our friends of TROC have always told us that it is one when they go to Burford so it would seem that we did the right thing in joining with them for a combined rally. My only regret was that as I had to be present at 0830 the following morning at venue north of Milnthorpe (which is north of Lancaster) I had to leave before the results were made known. This was doubly disappointing as I had been one of the judges. On second thoughts this may not have been such a bad idea as at least I did not have to defend my marking. More than anything however I was sorry to miss the prizegiving and the opportunity to compliment everyone on the extremely high standards now being achieved. The task of the judges was not easy.

I cannot pick out any competitors for special mention because I have little idea whose name went with which card. Also as I have yet to see the prize lists I don't know who won what! Thus the name I will mention is that of Reg Varney, our tireless rally organiser. As is the Chairman's prerogative I decided that this year the Chairmans Cup (presented to the Club by Phil Hall for the Chairman to award each year to the member who has done most for the Club in the past year) should go to Reg. It is not that Reg has done more this year than usual, it is that he works steadily away year after year for us all. Such dedication deserves recognition and I must apologise to you, Reg, that because of my enforced absence from the prizegiving that you had to give it to yourself with no oration in ringing tones for preamble. I hope that this will go some way to make up for this omission.

For those of you who did not join us at Burford some mention must be made of the Cotswold Wildlife Park which formed the venue for the rally. Whilst I, because of the judging and having to leave early, saw only a small part of it I was most impressed by the diversity of exhibit and the cleanliness of the whole place. The site of the rally was in this vast area of neatly shorn grass with plenty of room for everyone, with a few trees nearby for a bit of shade. The animals and birds seem to be in as near natural conditions as possible and were not sloshing around in mud patches as so often seems the case. The piece-de-resistance for me was the trio of rhinos with only a shallow ditch and three strands of wire betwixt them and us. I had not realised quite how big these things were . . . imagine a Mayflower covered with hide and provided with a fencepost as a bowsprit and you will not be far out!

The next major event on our calendar is the AGM, again held at Long Itchington near Rugby (and Coventry and a lot of other places in the Midlands). This year the meeting should not be quite such hard work as last year when we reviewed the Club Rules in some detail. Hopefully each of you will be receiving a neat little booklet with the results of our labours . . . and the first man (or woman) to propose a change to the rules will be drummed out in dishonour! Do try and come to the AGM, last year we found the Two Boats Inn to be a pleasant enough venue, easy for many members to reach. After all this is where Club policy is

made and the chance to chuck out your old Committee and form a new one, although I hope you think better of us than that.

Make the most of what is left of the Summer.

Sincerely,

ROY B. BUSSELL

MAYFLOWER PARTS FOR SALE

Member Chris Holt has the following "Mayflower" parts for sale. All are secondhand unless otherwise stated. Prices are open to negotiation, and a reasonable offer for the lot would be considered. Postage or carriage will be extra.

	£	p
6 Wheels with tyres (slightly worn)		
Per wheel and tyre	10.00	
16 Brake shoes	Per set of 8	5.00
4 Suspension units (complete with bearings and drums, but less springs)	Each	10.00
1 Rear axle, complete (noisy diff.)		15.00
2 Steering boxes	Each	10.00
1 Steering wheel		2.00
2 Jacks (original type)	Each	2.00
1 Radiator core		15.00
1 Set of seats (rear perfect)	Per set	15.00
3 Speedometers	Each	8.00
2 Instrument consoles	Each	10.00
1 Black plastic dash cover		1.00
4 Sun visors	Per pair	1.44
1 Smiths heater, complete		15.00
1 Bonnet (perfect)		20.00
1 Bootlid (badly dented, but reskinable)		5.00
1 Engine block (+.030" all round; includes camshaft, con-rods, crankshaft, flywheel, but no head)		60.00
2 Gearboxes (perfect)	Each	40.00
2 Propshafts	Each	10.00
2 Distributors	Each	2.00
2 Coils	Each	2.00
3 Water-pumps (with pulley and fan)	Each	10.00
3 Dynamos	Each	5.00
6 Top hoses (new)	Each	50
1 Workshop manual (mint)		10.00

Chris also has an assortment of door handles, window winder mechanisms, light fittings, switches, etc. Those interested should contact him at: "Big End", 50 Appleton Road, Heaton Chapel, Stockport, Cheshire, SK4 5NE. Telephone: 061-740 4036.

OVERHAULING THE "MAYFLOWER" FRONT SUSPENSION — PART II

5. Removal and Replacement of Trunnion Spindle Bushes

Having dismantled the front suspension, it is necessary to remove and replace the phosphor-bronze bushes (Stanpart 101615) which carry the trunnion spindle in the bosses forming the outer ends of the lower wishbone arms.

A simple device can be assembled using a long bolt and nut, a large socket from a socket set, and some washers. The bolt (a) should have a head with a diameter very slightly smaller than the external diameter of the bush (c). It will help if a suitably-sized washer (b) is added to enable pressure to be evenly applied to the bush. The bolt is passed through the bush, and the socket (e) is placed over the protruding end. The socket should have an internal diameter slightly greater than the external diameter of the bush. The bolt passes through the hole in the end of the socket, another washer (f) is placed over it, and a nut (g) is screwed on until the whole assembly is finger tight and correctly aligned. Washer (b) should be resting against the bush, and the socket should be abutting on the wishbone arm boss.

Using a spanner, the nut is gradually tightened (holding the head of the bolt with another spanner, if necessary) and the bush is drawn out of the eye of the wishbone arm boss. If the bolt has no great length of thread it will be necessary from time to time to insert suitable spacers between the socket (e) and washer (f) until the bush has been completely extracted into the socket.

After thoroughly cleaning the eye of the wishbone arm boss (not forgetting the hole for the grease nipple) the new bush can be inserted. Note that one end of the bush is slightly bevelled to aid insertion; check that the hole in the bush is aligned with the hole for the grease-nipple in the wishbone arm boss and then gently tap the bush in to begin its insertion. Using the same device, draw the bush into the wishbone arm boss, using the socket and other spacers as necessary. See that, when finally home, neither end of the new bush stands proud of the wishbone arm boss.

Before the trunnion spindles can be inserted in the rebushed bosses, the new bushes must be reamed or honed out to the correct size. This task is best entrusted to a garage or workshop with the necessary equipment.

6. Adjustment of Trunnion Spindle End-Float

When the trunnions have been refitted to the wishbone arms (see Fig. 2) the castellated nuts on the ends of the trunnion spindles must be tightened independently so that there is between .004" and .008" end float for each wishbone arm boss. This can be ascertained by pushing the rubber grease seals aside and inserting the appropriate blades of a feeler-gauge between the thrust washer and the trunnion or the lock washer (as the case may be). Note that if the castellated nut is slackened off the lock washer will not necessarily release itself as it binds on the splined end of the trunnion spindle. When the end float is correctly adjusted, secure the castellated nuts by new split pins.

7. Replacement of Front Hub Bearings

(Note: numbers quoted refer to those shown in Fig. 1, printed with the first part of this article).

- (a) Jack up the front of the car and see that it is safely supported.
- (b) Remove front road wheel and then the brake drum (5), which is secured by two screws (4).
- (c) Remove grease-retaining cap (1). In theory, this can be done by inserting a long coarse-threaded screw into the central hole in the cap and screwing it in until it meets the end of the stub-axle, whereupon it will lift the cap off. This never seems to work for me, so I use a screwdriver and hammer to prise the cap off.
- (d) Remove the split pin from the castellated nut, which can then be undone, and remove the "D" washer (2). The entire hub unit (7) can now be pulled off the stub-axle (13).
- (e) The race for the outer bearing (3) will fall out readily, but the race for the inner bearing will probably be held in place by the metal retainer (9) for the grease seal (10). The retainer can be prised out at this stage, or drifted out in the next operation.
- (f) The outer tracks of the two bearings must now be removed. These are two cutaways in the hub unit to enable the tracks to be drifted out. Do not use anything with a sharp end for this purpose, as the machined housing for the outer tracks might become scored. If not already prised out, the metal retainer for the grease seal will come out with the outer track of the inner bearing.
- (g) Remove the old grease from the hub unit and clean it thoroughly. Note that cleanliness in reassembly is most important.
- (h) If the stub-axle (13) has been damaged (e.g. by a completely collapsed bearing) and needs to be replaced, the castellated nut secured by a split pin at the back of the vertical link (14) must first be removed. The stub-axle is a taper-fit in the vertical link and must be jarred loose by striking the sides of the vertical link with a soft-nosed hammer. The stub-axle can then be replaced. The tightening torque for the castellated nut at the back of the vertical link should be 55-65 lb/ft. to suit the alignment of the split-pin hole.
- (i) The new bearing tracks can now be fitted; they should be tapped in evenly until they are fully home (the discarded outer tracks from the old bearings make useful drifts for this purpose). Note that in each case the larger internal diameter must be outwards from the respective ends of the hub unit.
- (j) Pack the hub-unit with new grease, but do not overfill it, as room must be left for the grease to expand when hot. It is probably sufficient to pack the cavity in the hub-unit until the grease is level with the inside diameter of the bearing outer-tracks — any surplus can be scooped out with a straight-edge piece of wood or metal held in contact with both outer tracks.

(k) Take the new bearing races and work grease into them thoroughly. Reassemble the hub-unit by refitting the metal retainer (or replacing it if necessary) and fitting a new felt grease seal, which should be smeared with grease first. The complete assembly can now be replaced on the stub-axle and the "D" washer and castellated nut replaced.

(l) The bearings must now be adjusted. Tighten the castellated nut onto the "D" washer until the hub binds, and then slacken it off until it is just free to rotate, with barely perceptible end float. Some books state that this is achieved by slackening-off the nut by about one flat until it lines up with the split-end hole. The degree of play can to some extent be checked by refitting the road-wheel and attempting to rock the outside of it by hand; very slight play should be felt. Because this adjustment is critical, if you are in any doubt you should have it checked by a garage. Finally, fit a new split pin, replace the grease cap and the brake drum (having taken this opportunity to inspect the state of the brakes).

PETER BURDGE

OVERSEAS MEMBERS

U.S.A.

Assoc

239.

125.

278.

94.

236.

246.

52.

216.

120.

221.

165.

264.

265.

93.

168.

Canada

128.

284.

153.

204.

Australia

248.

53.

237.

185.

268.

190.

New Zealand

227.

Malta

51.

Eire (Ireland)

198.

Belgium

193.

Denmark

75.

West Germany

217.

256.

Finland

218.

Norway

271.

Sweden

200.

TRIUMPH MAYFLOWER CLUB
ANNUAL GENERAL MEETING...1979

The Annual General Meeting of the Club will take place on Sunday 21st October 1979 at 'The Two Boats Inn', Long Itchington, Nr.Rugby starting at 2.30 pm.

ORDER OF BUSINESS

- I. Apologies for non-attendance.
2. Minutes of AGM 1978
3. Matters arising from the Minutes (if not the subject of an item below)
4. Reports of:-
 - a/ Hon Sec
 - b/ Membership Sec
 - c/ Treasurer (to include Auditors report)
 - d/ Rally Sec
 - e/ Spares Sec
 - f/ Archivist
 - g/ Editor, Flower-Power
5. Chairman's Summary
6. Committee proposal that Walter Belgrove be offered Honorary Membership of the Club. Mr.Belgrove was largely responsible for the design of the Mayflower body.

7.b Fix
- 7.^a Election of Officers and Committee Members, for coming year, 1980 subscription.
That will conclude the formal business but in addition informal discussion will be invited for the guidance of the Committee as follows:-
8. Representation of the Club at National Events such as those organised by 'Thoroughbred and Classic Cars' and others.
9. Desirability of seeking to make the National Rally of the Club a joint event with TROC in 1980 as in 1979.
10. Reactions to the Sponsored Run concept
11. Suggestions for events in 1980
- 12 A.O.B.

ooOoo

PLEASE NOTE.... Peter Burdge is having to give up the Committee appointment of Spares Sec. We urgently need a volunteer to take on this job. Frank Lane is prepared to look after secondhand spares if we can provide him with a suitable garden shed..any offers?

Long Itchington is on the A423 a few miles north of Southam. The A423 runs southward from Coventry. Pub lunches are available at The Two Boats and tea and sandwiches will be provided during the afternoon.

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**TRIUMPH RAZOR EDGE OWNERS' CLUB
TRIUMPH MAYFLOWER CLUB**

JOINT RALLY — BURFORD — 8th JULY 1979

Both clubs have been in existence for about five years, and have never joined together for a rally, although some members of both clubs have visited the other. So it was decided, not without a little scepticism on both sides, that we would embark on a joint venture, as a prelude to greater things in the future. Once the seed was sown, it didn't take much to get things in motion. Both rally secretaries go together—albeit on the phone—to organise “who would look after what?”—and “Hey, Presto!” you all saw the result.

Up to two weeks before the day, it looked as though we might have a “non-event” on our hands, as only 21 entries from both clubs had been received—but we hadn't count on the weather having such an effect on our members, because with the birth of July our English weather turned up trumps, with a warm and sunny day forecast. At the final count 45 cars and owners came along to make the day a resounding success.

On arrival at Burford, we found that the rope for the enclosure was too short for our anticipated requirements, so a hasty cut, a replacement of stakes, the arena size was doubled. Just as well as it happened, because all the extra space was needed.

We would like to thank everyone who, with their presence and their cars, made the day so enjoyable, especially the visitors who have supported our rallies in the past and Herr Giffhorn who drove his Renown all the way from West Germany (who didnt go home empty-handed). It just goes to show how reliable our cars can be! We were pleased to see Andrew Scrope-Shrapnell and his wife, but disappointed that his Renown limousine was prevented from attending by the Rt. Hon. Minister of Transport.

Finally this report would not be complete without a word of thanks to some of the people whose assistance contributed to the success of the day. Bob Train of Club Triumph, who did a marvellous job on the P.A. System and help Malcolm with the autotests and games, Mick McCormack of British Leyland and Terry Light of G.I. Packaging Ltd., who donated the trophies. And, of course, the judges, who had the unenviable task of awarding points for the high standard of work and effort you all put into your “trusted steeds”.

I'm sure you all will agree that our “prelude” was a success — perhaps this could become a bi-annual event? Any comments—for or against—would be appreciated by the respective rally secretaries.

**MALCOLM BATH
REG VARNEY**

Malcolm Bath, busy as always.





A clutch of Mayflowers.



Elder Statesmen.



Same breed, different litters!



A pride of Renowns

(and 1800's and 2000's).

RESULTS

Mayflower Concours

Name	Exterior	Interior	Engine	Chassis	Total	
P. Burdge	24	23	17	23	87	6th
D. Huxtable	29	25	24	21	99	2nd
M. Banyer	23	17	13	22	75	9th
W. Hall	27	24	27	30	108	1st
A. Lacey	22	19	14	16	71	10th
K. Allwright	27	15	24	23	89	4th
A. Walton	15	16	16	16	63	11th
F. Lane	17	24	20	22	83	7th
G. Dean	26	23	23	24	96	3rd
J. Grimwood	23	21	22	22	88	5th
J. Stark	19	20	18	19	76	8th

Renown Concours

Name	Exterior	Interior	Engine	Chassis	Total	
D. Naylor	15	18	19	17	69	8th
D. Cooper	17	17	21	20	75	6th
D. Wickens	22	20	18	17	77	3rd
J. Wakeman	20	21	20	16	77	3rd
L. Thomas	23	23	17	18	81	2nd
J. Wooley	14	15	15	15	58	10th
D. Morris	21	18	20	17	76	5th
M. Bath	20	17	16	17	70	7th
M. Giffhorn	12	16	14	14	56	11th
P. Dempsey	16	16	16	16	64	9th
M. Joyce	24	21	23	22	90	1st

Visitors—Concours

- 1st: S. Webb—1926 Standard Startford Tourer.
- 2nd: J. Hutchinson—1947 Triumph "1800" Roadster.
- 3rd: S. Webb—1939 Standard "F12" Saloon.

RESULTS

Mayflower Auto Test

- 1st: J. Stark.
- 2nd: G. Dean.
- 3rd: M. Banyer.

Razoredge Auto Test

- 1st: H. Bath.
- 2nd: J. Wakeman.
- 3rd: D. Morris.

Visitors Auto Test

- 1st: N. Andrews.
- 2nd: P. James.
- 3rd: D. Goodyear.

Distance Award

- Mayflower: W. Hall—220 miles.
- Razoredge: M. Gifforn—610 miles.
- Visitor: D. Wooley—81 miles.

Mayflower Chairman's Award

- R. K. Varney.



Bob Train of Club Triumph, our friend and mentor.

John Baker (left) and
Frank Lane share a joke.



FRANK SAYS

I would like to thank all those who supported the Auto-Jumble Stall at the Rally, a very useful sum will be available to the Spares Fund, new lamps for old, in fact.

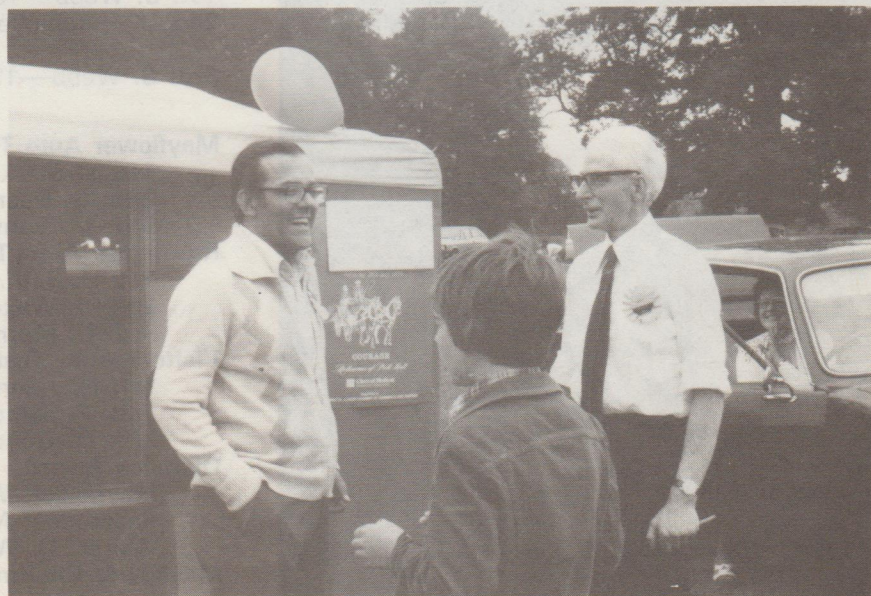
My thanks particularly to those members who generously gave so much saleable material. I still have some left to start off next year!

FRANK LANE
Vice-Chairman



Indigenous fauna.

Reg Varney (left) and Phil Hall.



RALLY SECRETARY'S REPORT

Our first joint rally with the Triumph Razor Edge Owners Club, at Burford, turned out to be a great success, so much so that our friends from TROC have suggested that we do the same again for 1980. Have any members any views on the subject? If so, I would be pleased to have them in writing please.

Prizewinners of the various classes, are as follows:

CONCOURS

Mayflower

- 1st—Bill Hall, 108 points.
- 2nd—Dave Huxtable, 99 points.
- 3rd—Graham Dean, 80 points.

T.R.O.C.

- 1st—Mr. Joyce, 90½ points.
- 2nd—Lawrence Thomas, 81 points.

Visitors

- 1st—S. Webb, 105 points (1929 Standard Stratford Tourer).
- 2nd—S. Webb, 102 points (1939 Standard 12 Saloon).
- P. Hutchinson, 102 points (1947 Triumph Roadster).

DRIVING TESTS

Mayflower

- 1st—Jim Start.
- 2nd—Graham Dean.

Razoredge

- 1st—Malcolm Bath.
- 2nd—John Wakeman.

Visitor

- 1st—Nick Andrews (MG Sports).
- 2nd—D. James (1934 Morris 8 Tourer).

DISTANCE AWARD

Mayflower

Bill Hall, Stockton-on-Tees, 220 miles.

Razoredge

M. Griffin, West Germany, 610 miles.

Visitor

J. Woodley, South Wales, 81 miles.

Both Malcolm Bath, of TROC, and myself, were very pleased to see so many friends from both clubs at Burford, and the visitors as well, who brought a touch of "vintage air" to the occasion. I would like to thank them for coming, and hope that they will be able to join us again.

My thanks and appreciation go to Malcolm Bath for organising the Autotests, Bob Train of Club Triumph for assisting him and supplying the P.A. System, to the Judges for their patience, to the owners of the Cotswold Wildlife Park for allowing us to use their beautiful grounds, and last but not least, all those who helped us in any way, and you the members for coming. Those who didn't support us with their presence missed a very good day out.

I must apologise to members who were waiting for news of the Wye Valley Run, but due to commitments at work, I have been unable to organise it. This leads me to ask the question: Is there any member who might like to organise a gathering or afternoon run next Spring? If so—perhaps he or she or they would write to me with suggestions, and dates—early please, so that the dates can go on my calendar amongst the various rallies, etc. Thanks in anticipation!!

REG

BOOK REVIEW

"TRIUMPH CARS — THE COMPLETE 75 YEAR HISTORY"

By Richard Langworth and Graham Robson

Published by Motor Racing Publications Ltd.

Price £14.95 (hardback).

The first thing I noticed about this book was its price. Having now read it, I conclude that although it may not be particularly cheap it does represent good value (312 pages and over 400 illustrations) and should be prescribed reading for all Triumph enthusiasts.

The authors are well-known to those who move in razor-edge circles; Graham Robson has written those parts of the book which deal with the post-war years, except for the chapter (yes, a whole chapter) on the "Mayflower", which is by Dick Langworth, who also covers the pre-war years.

As always, the "might-have-beens" are of great interest. Apart from the drop-head coupe, did you know that a number of improvements for the "Mayflower" had been planned in 1950 but were later abandoned, and that at one stage the Nash "Metropolitan" nearly had "Mayflower" running gear? I am glad that the question of who was responsible for the design appears to have been settled; the main styling was by Leslie Moore (chief body designer for Mulliners), while the front end was the work of Walter Belgrove, who had designed the 1800/Renown and many of the exotic pre-war Triumphs.

Triumph's corporate history seems to have been a succession of financial crises and reorganisations, but it is tempting to see an element of continuity in the company's approach to car manufacture. The car described in the following road test will probably seem quite familiar:

"... a quality production of the kind which is well-fitted, finished and equipped in the first place, and which will maintain its performance and smart appearance for year after year without frequent repairs. Extra high speeds or a capacity to climb hills very fast are not sought for in this design. The car is intended to run smoothly and quietly when travelling slowly in town or when touring at a reasonable average in the country... Its running is refined, its appearance impressive, its finish exceedingly good, and its road performance all that could be wished from a car of its size and type."

That was, in fact, an extract from "Autocar's" 1923 road test of the 10/20, the very first Triumph car, but it could equally well describe the "Mayflower".

I could find few points to criticise in this well-produced book; some of the photographs are a little indistinct, and none is tied in with the text, with the result that the illustrations almost form a separate history running in parallel with the narrative with neither referring to the other. The book is well-indexed and includes some useful appendices giving technical specifications, production totals, etc.

PETER BURDGE

HON. SECS. PIECE

Dear Friends and Fellow Members,

Hon. Secs. Piece is not the spare Office Bird that I kept a secret from my wife, but an attempt to get you all on my side as I give you details of one of the most important events of the season (the Annual General Meeting). This is the time when you can all play your part by coming along in your hundreds and thousands or whatever and giving voice to the decisions that will affect you all during 1979/80. Please remember that this is your club and not a plaything for the Committee. Ah, you say, where and when is this meeting. Details now. Date: SUNDAY, 21st OCTOBER. Where: THE TWO BOATS INN, LONG ITCHINGTON, NEAR COVENTRY, WARWICKSHIRE. This is situated on the A423 ten miles south east of Coventry and 17 miles north of Banbury.

As with all AGM's you are free to nominate any member for any Committee position (not necessarily a sitting member), the only stipulation being that the member being nominated must have agreed to stand if elected and serve the club for at least ONE YEAR. In making your nomination, please state member's name and membership number, also your own name and membership number as proposer.

ALL NOMINATIONS TO ME, PHILIP JOHN HALL, by Tuesday, 16th October, 1979.

Now back to more general things, foremost the pleasure I had meeting so many of you at our National Rally at Burford in July, some of you for the first time, others old friends, but nevertheless I am sure that all who came along had a really good time. At this point I feel I should say a big thank you to all who made the day go with a swing, REG. FRANK, DEREK, TED BERRY AND BOB TRAIN. It is these sort of people who are a real asset to any club and I for one am grateful for the hard work which they put in on our behalf. Perhaps you can make this a number one item for 1980, to come along to the NATIONALLY RALLY, meet all your fellow members and really feel that you belong.

NEW MEMBERS

277.

285.

286.

287.

288.

289.

CHANCE

241.

52.

1953 MAYFLOWER

Stored 5 years, solid for restoration, complete with the following spares . . .

- 2 Radiators
- 1 Engine
- 2 Gearboxes
- 1 Steering Column
- 2 Spare Wheels
- 1 Petrol Tank
- 2 Doors

Box of assorted oddments: carb, cylinder head, dist., steering joints.

OFFERS AROUND £150
MR. V. TOLHURST
542 MOSTON LANE, MOSTON,
MANCHESTER 10
PHONE 061-681 6766

MAYFLOWER CLUB T SHIRTS

These T shirts are high quality, Cott.Polyester and the motif is a reproduction of the front of the Mayflower handbook.

Supplied in sky blue, they are available in children's sizes 24"-30" chest, and adult sizes small, medium, large and extra large.

The motif is screen printed (not a transfer) for permanency and may be washed and ironed as normal.

Prices are: Childs £2.35; Adults £2.95
Please add 15p for part postage and packing.
(Any quantity)

D. R. HUXTABLE
15 CEDAR MOUNT
SHRUBBS HILL
LYNDHURST, HANTS.

Cheques and Postal Orders should be made payable to D. R. Huxtable.
Allow up to three weeks for delivery.

MEMBERSHIP SECRETARY

I am sad to report that member No. 63, Mrs. Dorothy McMillan of Wimbledon, London, has passed away. Those of us who knew her, remember her as a gracious fun-loving lady, who was most proud of her "Flower", which she acquired new on 1st June, 1953. I am sure everyone who knew Mrs. McMillan will join me in sending condolences to her family.

The total membership of the club, as at 1st September, is 187 although the membership numbers go up to 293. Since the last issue of F.P. we have welcomed 7 new members:

291.

292.

293.

294.

Recently, I have sent reminders to those members who have not renewed their membership for the current year, so far, three members have sent their subscriptions. May I remind all those who have not renewed their membership by 30th September, will not be entitled to the benefits of the club.

Member 237, Gary Le Lacheur from Adelaide, Australia, sends congratulations to the Editor for a super issue No. 18 and good wishes to all members.

CLUB TIES

A new design club tie is available, in green only at present. If I had enough orders for different colours they could be made. The price is £2.50 (including post). Please make cheques/PO's payable to R. K. Varney, and not the club. The club gets the profit, when they are all sold.

Reg.

MAYFLOWER IN LITERATURE

"Dead on Prediction" by Olive Norton (Cassell & Company Ltd., London, 1970). Page 114 refers to a murder suspect who drives a Mayflower.

I asked Featherstone (Detective-Constable):

"What sort of person would run a highly polished old Mayflower with a hot engine?"

He pondered, studying the wall. 'An enthusiast—if there is such an animal, with everything under the bonnet being so inaccessible—aged forty-plus. Money to pay over the odds for spares . . . Somebody who had one when they were the in-thing to have, possibly. A complete crank of any age. Or a youngster with an aunt, who's kept it vaselined in a garage ever since when.'

The driver of the Mayflower, as it appeared in the book, was the murderer. He did not own the Mayflower, but had borrowed it from a friend.

Note: Small offering for next "F.P." from member number 153, Ross MacDonald of Toronto, Canada (who has three "Flowers"—only one of which is running at present.

REG

SPARES NEWS

AMENDMENTS TO SPARES LIST

- Items no longer in stock:** Distributor base with condenser; stainless steel exhaust system.
- Price alterations:** I am awaiting the arrival of new stock which will (with price increases and the higher rate of VAT) be more expensive; prices of some items will therefore be increased, but I can give no details yet.
- New lines stocked:** The full range of ball and roller bearings (except for the steering box bearings) should arrive soon. Prices are not yet known. Similarly, front and rear shock absorbers will be available—prices for fronts is likely to be around £9.75 each, but price of rears is not yet known.

SEAT BELTS

Bert Lacey has investigated these and finds that Britax produce a type suitable for the "Mayflower". It is EB540, and the price per pair is roughly £15.90. In addition, a No. 5 fitting kit (price approximately £2.60) is required.

PRESERVED MAYFLOWER

Keith Allwright reports that in Glasgow Museum of Transport is a grey "Flower", Commission No. TT22197 DL. If you are in that area, why not call and visit it?

HANDBOOK FOR SALE

Mr. Brandon, while at Brands Hatch in his "Flower" (which conjures up an interesting picture!) met a gent. who has a Mayflower handbook for sale at £2.00. The vendor can be contacted on 01-337 4770 (ask for "John").

NEWS FROM THE E.E.C.

I recently heard that one of our German members drove his "Flower" to an establishment in London to have it restored. Upon dismantling, the engine was found to have been running (for how long is not known) without a head gasket. There may be a moral here, but I am not sure what it is.

ALTERNATIVE WEATHERPROOFING PARTS

Mike Hudd tells me that the weatherstrip for the MGB is a very close match to the felted strip originally fitted between the winding window and the waistline of the door on the "Mayflower". Part number is AHA 7719 and some improvisation might be necessary to attach the strip to the door. Another of Mike's discoveries is that the rubber grommet which goes beneath the VW Beetle's wing-mounted flashers can be adapted to provide a weatherproof seal around the clutch and brake pedal shafts.

PETER BURDGE

1953 MAYFLOWER

Colour silver blue, new tyres all round, radio, spotlights, reverse light, new front bumper bar. Has not been on the road for the last year.

OFFER ON INSPECTION

Engine has been overhauled and new clutch plate fitted. Lots of spares and manual.

TED BERRY
13 THE GREENWAY
FISHPONDS
BRISTOL

A ROSE BY ANOTHER NAME . . . ?

So Hillmans and Singers and Sunbeams and Wolseley and so on that were made by Rootes that was bought up by Chrysler and then sold to Peugeot are now to be called Talbot! What a load of nonsense and who is kidding who? This cashing in on a famous name always smacks to me of dirty pool. Is it really fair to the names which earned their places in the archives of fame by sheer good engineering and performance, to be remembered fondly, to drag them out and emblazon them on some modern soulless grotbox? Do 'they' really think that the motoring public is daft enough to think that the grotbox is a true to type descendant of the illustrious forbear rather than a jumped-up interloper of dubious parentage. Actually I should think the current Talbot advertisement on the box is somewhat counter-productive. I look only at the magnificent old-timer that comes up from the rear to lead the cavalcade, and pose the question 'Where can I get one like that?' It is certainly no use going to Chrysler-Peugeot-Talbot for one!

RBB

A STITCH IN TIME SPOILS THE BROTH

Recently I drove back from the far North, some 250 miles, using Robin's old Morris 1000 Traveller which is now getting a little tired although there is lots of life in the old girl yet. It cruises fairly happily at 45-50 and given time will climb up to 60 or even 65 if pushed. The journey took me about 6 hours, was not at all tiring, and used a spit over 5 gallons of petrol. A colleague who left at the same time in a Wolseley automatic version of the Princess (and who disappeared in a cloud of road grit in the first couple of miles) took an hour less but used Lord knows how much petrol. On being asked what he did with the extra hour, his answer was "unwind". Someone has got it wrong somewhere . . . is it me? Or is it him? Or is it the car maker or the builders of motorways?

RBB

ACCENTUATE THE POSITIVE

Recently I acquired for my wife a 1970 13/60 Herald to replace an even older one, the latest of a number of Heralds we have had over the years. When swopping some batteries around it was by sheer good fortune that I noticed that the battery leads did not lie comfortably when I put a battery the way round that I have been used to in the 'new' car. As fortunately someone had fitted an ammeter a simple test was to turn on the lights, when the ammeter then indicated 'Charge. Yes, you've guessed it . . . this car is negative earth, the first one I have come across for years. Which only goes to show that pride comes before a fall and it pays to double-check everything.

RBB

That Walter Belgrove, be invited to become an Honorary Member of the Triumph Mayflower Club. This item to be discussed and voted on at A.G.M.

OUT OF THE FRYING PAN . . .

To prove that it's a mad, mad, mad, mad world, workers on the Princess car assembly line at Cowley stop work to demonstrate against union calls for strike action.

It is like going on hunger strike to protest against a bread shortage or jumping in a canal to highlight its dangers.

The Marx Brothers in Duck Soup could not have improved on such a ludicrous situation. But it would be useful for teachers seeking a primary illustration of the saying "out of the frying pan into the fire".

FOR SALE

MAYFLOWER SPARE PARTS

'52' Bonnet, trunk lid, petrol tank, seats (vynide), headlining, instrument panel, wheels (2), hub caps, etc.

Also workshop manual, instruction book '53'.

OFFERS TO: R. COOPER

TEL. EASTBOURNE 33710 (SUSSEX)

(0323)

1953 MAYFLOWER

Silver grey, in better than fair condition.

SPARKES, 41 MANOR ROAD, FISHPONDS
BRISTOL

Tel. 0272-653925

TIES

TIES

TIES

MAYFLOWER CLUB TIES

I still have some available

PRICE £2.50 (includes postage)

Cheques/P.O.'s payable to Reg Varney,
32 Mackie Road, Filton.