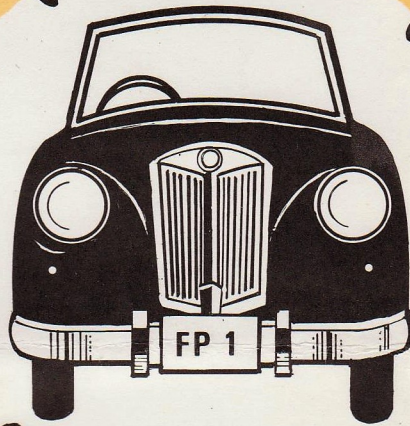


**WINTER 79
SPRING
1980**

Flower Power

**ISSUE
20**



**THE TRIUMPH MAYFLOWER
CLUB MAGAZINE**

**This page is
intentionally blank**

Flower Power

ISSUE 20

WINTER/SPRING 1980

Club Officers

Chairman:

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

Vice-Chairman:

FRANK LANE
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:

MALCOLM BATH
1 Royston Avenue, Chingford,
London E4

Ordinary Member No. 2:

DEREK GOODYEAR

Hon. Archivist:

DAVID GILDERDALE
484 Uxbridge Road, Hayes,
Middlesex

Flower Power Editor:

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

WALTER BELGROVE

Walter Belgrove who was largely responsible for the design of our Mayflowers, has accepted honorary life membership of the Triumph Mayflower club. The letter he sent phil accepting is so interesting that I am pleased to publish it in F.P. so that we can all get an insight of this remarkable man. I only hope his pen will grace our pages in future issues.

THANK YOU W.B.

"Pixie Croft"

Home Farm - Fremington,
Barnstaple, North Devon EX31 DQ
Barnstaple 73065

27th November, 1979

The Triumph Mayflower Club,
P. J. Hall Esq., General Secretary,
75, Morley Road, Staple Hill,
Bristol, BS16 4QY.

Dear Mr. Hall,

I hope that you and your committee will forgive this somewhat tardy reply to your very kind and courteous letter of 11th inst. I have however been suffering from some eye inconvenience which is now, fortunately beginning to right itself.

I shall be very happy and indeed myself honoured to accept the invitation of the officers and members to become an Honorary Member of the esteemed Mayflower Club (world wide). I have never ceased to be astonished by the faffection and hard work of Vintage Car Members and Kindred Car Members for these elderly marques, and it is indeed gratifying as an elderly marque myself to be remembered by them. British Leyland is forever in the news and is now fighting what may well be its last battle for industrial survival.

I am reminded of the famous factories that may well become Motor Car History unless some reason prevails. Your members will know that the Mayflower was produced by the then Fisher & Ludlow Company at Castle Bromwich, following the Company policy to dispose of their many multi storied factories in favour of a huge factory "on the flat". The Castle Bromwich complex was I suppose still a government "shadow factory" and in war time is produced spitfires, indeed it is still known locally as the old spitfire factory. Now it is faced by another Battle for Britain.

Painted, Trimmed and finished (interior) the body was despatched to Tile Hill and Canley for engine, transmission suspension installation, final finish and test. I mention Canley and Banner Lane the former the parent standard home and the latter, the engineering "Head".

Banner Lane was, and again still is a Government Shadow Factory, and during the war produced Hercules Aero Engines. Canley the later the home of all post war Triumphs was also adding its quota to the battle for war time survival. The Factory produced Oxford twin engined trainer aircraft, Beaufighter fuselages, "soft fighting vehicles", beaverettes, bomb sites etc. It also produced the better part of 1,000 Mosquito fighters and fighter bombers and additionally flight tested them off its own airfield at Anstey.

I will remember some time in 1943 in company of some engineering colleagues, meeting a young ferry pilot - a young woman of perhaps twenty two years of age, very quiet, self assured, very pretty and immaculate in uniform. About half an hour later in flying kit and parachute harness, she climbed into the cockpit of a Mosquito fighter.

She took that big beautiful aircraft down the runway - unstuck - tucked up her undercarriage and disappeared into the overcast, she would deliver that plane to a fighter station somewhere in England. I see her now as I did then, and I do not believe she weighed eight stone - sopping wet - wonderful girl.

Now Canley is I hear scheduled for closure. I think it is the end of a long era in Motoring History.

My best wishes to the officers and members of the Club.

Yours sincerely,
W. J. Belgrove.

AM I ANGRY? - I AM!

So no one wanted my Job! Yes! you are still stuck with me so however objectionable I may be to you, it's your own fault.

Let's look back to '79 and see what happened to my own efforts to promote the club's activities via F.P. whatever happened to participation '79? My meet your neighbour campaign, who did?..... "What no one"! Well I did and I enjoyed doing it. How many tried to set an ad. placed in F.P. no one? How many gave a thought about attending The Motor Museum Venue? Two only.

When taking on the editorship I resolved to weld this club together and make it through the pages of F.P. a fun and interesting society. Well I failed miserably, so you might understand my reluctance in carrying on. However now that I am still in charge of F.P. I will endeavour to do the mag. justice.

Can you recall the '78 A.G.M? The main topic was Flower Power and there was a unanimous vote to inject money and style into it, to make it more attractive to read. Well this year a complete turn around, scrap F.P. and just supply a parts list.

Well! I am angry, now is the time for all moderate members to stand up and be counted. According to one of these spares only members I spoke to recently, I should not own a flower as I use my car daily for all purposes. Don't they realise the pure enjoyment of motoring in a Flower, listening to that old slugging engine and the raunchy distinctive exhaust note. When it comes to repairs it's probably cheaper to maintain a flower than a modern car (in August I paid £159 for a new clutch in a Renault) and a flower in good condition can keep pace well with it's modern counter part!. I obviously wish I could treat my flower a little more considerately by having a 2nd car for heavy loads or in bad weather. But even so, I don't consider I do my Flower or the club a dis-service by using her daily. The members who do the club a dis-service are some of those "spares only club" specialists who regardless of cost can make their car so pristine and in some cases more showroomy than an original showroom model, with the statement that they have done it for posterity! who are they kidding, Mayflowers are cheap at the moment and they are on the investment kick. Dreaming of that £10,000 Mayflower of the future and that they own it.

I say own it, and not use it. A big percentage of members enjoy being associated with the world's only Triumph Mayflower Club, and receiving their copy of F.P. they, as Mrs. Joy Woodercroft writes "*for my part, in spite of not being mechanically minded, I enjoy reading it very much. It is in fact quite an event when it drops through the letter box. I usually use it as a grand excuse to abandon the housework for a good hour. I organise a mug of coffee, a comfortable chair, put my feet up and have a very leasurely perusal of all the facts and the highly entertaining snippets of information and gossip.*"

I suppose many people like me feel that they haven't really anything of interest to send on, or....."

The letter goes on to talk about an article in the October 1950 "The Motor" about the Triumph Mayflower Drop Head Coupe! Well all you stay at homes have I made a point. You all have something worth saying if only just once. Let's have some letters once in a while to show what true club feeling is all about.

Here's an idea, what about a new slogan for the 1980's, 1st prize for the best slogan is 1 night out with me, 2nd prize, 2 nights out with me, 3rd prize, 3 nights out with me.

Well I am not so angry now, so let's have the good news, the good news and the good news.

First the good news - sub's stay as they were last year. Now the good news - the club is arranging a scheme to create a sizeable amount of money for new spares, and finally the good news is that it is only going to cost us a "mere" £10 each, a small price to pay for the viability of the club, and the restocking of our spares department. My earlier outburst has nothing to do with my views that we need a strong spares section, we do. Just as we need good social support in all other club activities, and above all else a good club magazineMore power to Flower Power.

J.R.B.

MY FIRST PRIZE AND A FIRST AT THAT!!

I have had my Mayflower about 4 years now and on the road for 2 years. I have been to the Mayflower rally once and attended the Razor Edge Club rally twice but on Saturday, 28th June I was able to attend the Ben Lynwood Spectacular at Sunningdale.

This is the home of the Motor Trade Benevolent Fund for disabled and sick members of the Motor Trade.

After working in the Motor Trade for over 20 years I always felt this would be a good rally to go to.

The rally starts off with the assembly of all the cars in a car park opposite the Ascot Racecourse, Silver Ring Entrance.

Then the cars and vehicles in order of age move off in a parade of vehicles around Ascot through to Sunningdale and to Sunninghill arriving at Lynwood, to be ushered into vacant positions around the gardens of the home.

It is then that the Spectacular and Fete is opened by some celebrity, this year it was Jack Warner. With this ceremony over things got going; a motor cycle display by young boys from Southampton; these lads were from 6 to 16 years old and very good they were. There was the famous CHAMPION BALL that would not blow up, TUG OF WAR, KARATE and lots of stalls to spend your money for a good cause.

Whilst this was happening the scrutineers were judging the vehicles. About 4 o'clock Iris and myself were sitting in our Mayflower having some refreshment when a scrutineer came along and said 'your name will be called out in a little while'. I was so surprised that it took a minute or two to sink in, so I went after the judge and said 'what was it about' and he said 'you have won a prize'. He did not say what it was so we went along to the prizegiving platform and all the trophies were there; the various trophies were given out for the appropriate classes.

I was entered for the Post War Classic Class and when this Class was announced we listened attentively and then we heard - 1952 TRIUMPH MAYFLOWER BELONGING TO A.E. LACEY OF BRACKNELL - FIRST PRIZE. Up I went to the platform to be presented with a nice little cup by a former lady racing driver by the name of KAY PETRE.

I felt quite proud and handed the cup to Iris to carry back to the car. I saw the organiser before we went home and told him of my surprise because I thought that the other cars there were better than my Mayflower and he said that it was a nice car and it was original, and that was what it was judged on.

I felt quite good and if I never win anything else that cup means a lot to me.

A.E. LACEY

CHAIRMAN'S LETTER

'Pinnocks'
Tadley

December, 1979

Well, that is the end of the '70's, more or less, from which the only good thing to emerge would seem to be the formation of the Mayflower Club! This is perhaps being rather cynical, no doubt each of us has had our own little personal triumph (no pun intended) and hopefully more ups than downs (I'm trying hard to remember my ups!). It might be safer not to dwell on the subject.

The turnout for the AGM was about average, that is to say the Committee was joined by enough to make a quorum with a few over. Elsewhere in this issue you will find the minutes of the meeting. These are of course a much-distilled and formalised version of the considerable verbiage expounded in the best part of a 3 hour session and I take the Chairman's prerogative of adding some colour by way of comment.

Firstly, the Committee is pleased to be re-elected but disappointed as usual at the lack of competition for the posts. However we thank you for what we will take as a vote of confidence. Nevertheless bear in mind that Peter Burdge needs urgently to off-load his job as Spares Secretary and we need a volunteer. Frank Lane can take on 2nd hand spares but needs a portable shed (any offers?).

In the discussion on Flower-Power at least a point of view began to emerge as to why most of the members join the Club. A number of those present said that the primary reason was access to spares. This is something we have long suspected and would account for the poor turnout at most rallies and the poor supply of material for Flower-Power. Indeed one member went so far as to say that F.P. was a waste of time and all members wanted was a spares list from time to time. If this is so, then successive Editors (including me) have wasted a lot of effort in trying to make up an interesting magazine from very little. I cannot really believe that members look on the Club only as a captive spares department, there has to be more than this to a club for it to succeed. Whilst without doubt the procurement and distribution of spares is probably the most vital of Club activities it only makes sense if the members return some effort into other club pursuits. If not, then members might as well track down spares themselves or we could hand the whole job over to a friendly retailer (who would expect to make a commercial profit on it) and wind up the Club.

As I see it the magazine is the essential organ of any club for communication of officials to members and vice-versa and members to members. Without it a club, especially a far-flung one like ours, cannot function as a club. So at least while I am Chairman Flower-Power will continue to plop on your mat about 4 times per year whether you want it or not! It is, however, costing rather a lot in its present form and steps will have to be taken to reduce this expense. It is however worth remembering that at the 1978 AGM part of the subs. increase was to be used specifically to improve the standard of presentation of Flower-Power which was at that meeting considered of prime importance. Your Committee will strive for the happy medium.

A SPECIAL INVITATION TO METROPOLITAN POLICE HENDON DRIVING SCHOOL 18th April, 1980

PROGRAMME

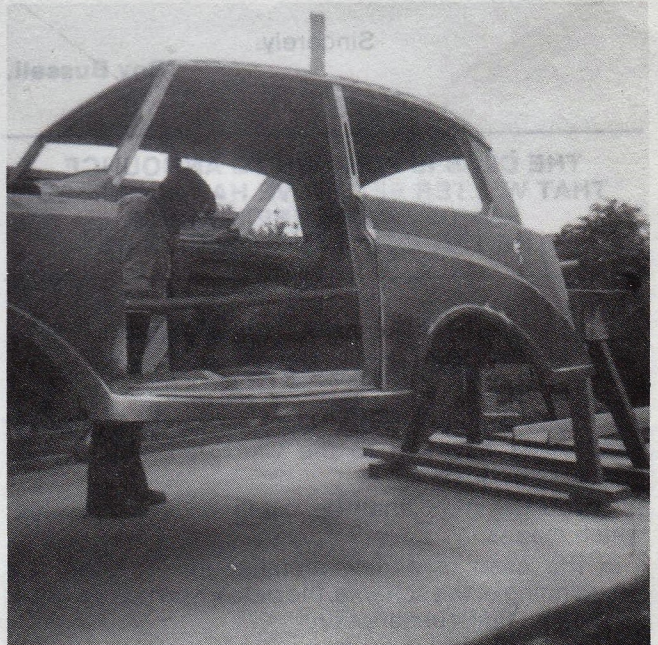
The visit commences at 7.15 p.m. and terminates at about 10.30 p.m. Regrettably there has to be a lower age limit of 16 years for visitors.

Our programme commences with a short talk by a senior member of the staff on the police method of driving, a guided tour of the Driving and Telecommunications Schools, a demonstration on the 'anti-skid' pan and finally, a film connected with driving. Only 20 members can be accepted so write now to Frank at:

**7 GROSVENER TERRACE
WANTAGE, OXON.**

OR TELEPHONE WANTAGE 67234

STAMPED ADDRESS ENVELOPE PLEASE



This picture by Mr. Hagger shows his Flower 'Spitted and ready for Basting'. Hope to see it at the Rally this year.

Anyway, if spares are so important no doubt the result of the Postal Ballot regarding a £10 levy to beef up the Spares Fund will be a solid YES. Elsewhere you will find a ballot form and brief details by way of explanation of this item raised at the AGM. In striving to remain impartial I refrain from further comment other than to urge you to record your vote one way or the other as a matter of urgency.....do it straight away.

Obviously the 'informal discussion session' at the AGM was enjoyed by all present leading to the request that we try to arrange other such meetings. I am sure we can do this although we may have to seek a small contribution from those attending towards the cost of hire of a room, tea and wads etc. Keep a close watch on Rally Secs. Notice Board. If anyone can suggest where we can get a room cheaply please let me know.

To revert to my 'treat the Club as a Club' hobbyhorse I must mention the 'Sponsored Run' idea which Derek Goodyear is trying to get off the ground but so far has not received much encouragement other than from the Committee, and a somewhat half-hearted OK from AGM. This could form a wonderful way for members to meet other members, give their cars an outing, have some fun and raise some money for a very worthy cause at the same time. I am hoping that broad details will appear in this issue of F.P. so although it won't take place for some months DO THINK ABOUT IT NOW, and GIVE US a POSITIVE RESPONSE. For this to be any use at all it will need a daunting amount of very careful organisation with help from members in their own locality. If this help is not forthcoming more or less immediately we shall have no option but to abandon the run. Don't let this one slip by, by default (or I really shall have to accept that all you want of the Club is spares).

I have rather rambled on this time. A new decade is upon us and I wish all of you well in it, let us hope that battered old Blighty can pull herself up by her bootstraps in it, and may the fates smile on British Leyland (or nobody else will). It only remains to wish you all the best in 1980.

Sincerely,

Roy Bussell.

**THE CLUB IS PLEASED TO ANNOUNCE
THAT WALTER BELGROVE HAS ACCEPTED
HONORARY MEMBERSHIP OF
THE TRIUMPH MAYFLOWER CLUB**

**TRIUMPH MAYFLOWER CLUB
LOAN SCHEME (DRAFT)**

1. Each member (other than honorary members) shall make payment to the Club of £10.00 as an interest-free loan.
2. The payment shall be made on the due date, which means -
in the case of a new member joining after the beginning of the scheme, the date when that member pays his first subscription.
3. A member who, on the due date, has credit with the Club may -
(a) if that credit amounts to £10.00 or more, elect to have £10.00 of it treated as the loan; or
(b) if that credit is less than £10.00 elect to have it treated as a payment on account of the loan, paying the balance in accordance with paragraph 2.

4. The loan may not be repaid to a member during the currency of his membership, nor may it be used to offset any other payment due by him to the Club, but upon his ceasing to be a member the loan will be repaid to him at his request (or, where membership is terminated by reason of death, insolvency or mental disorder, to his lawful personal representative or receiver).

5. Money lent to the Club under this scheme may be used by the Club for any of the objects of the Club as set out in Rule 2 of the Rules of the Club in all respects as if the Club were the beneficial owner of the money. The accounting provisions of Rule 9 of the Rules of the Club shall apply to such money.

6. The scheme will begin on 1st April 1980 or on such earlier date as the Committee shall in its discretion think fit. Notice of the beginning of the scheme will be given to members.

7. In the event of the dissolution of the Club and the realisation of its assets, any money remaining after the payment of debts owed to non-members and of debts (other than this loan) owed to members shall be applied first to the repayment of this loan to those who contributed to it any surplus remaining thereafter shall be distributed equally among the membership as a whole. If there is insufficient money to repay to each contributor his loan in full then such money as is available shall be distributed among the contributors equally. Rule 12 of the Rules of the Club shall be interpreted accordingly.

SECRETARY'S NOTES

Dear members,

We are fast approaching 1980 and another year has passed, but we as a Club go on and it is with this in mind that I write to you all. First of all to ask you to make it your greatest endeavour to support the Club in 1980. We shall be planning our Annual Rally, there will be also the Standard/Triumph International Rally and many other events that you will be notified as and when details are finalised.

We need your support at all these events. There are many pleasures to be obtained by coming along and meeting Fellow Members with their 'Flowers and enjoying the feeling of comradeship. There are always lots to discuss, new friends to make and prizes to be won, why not get your name on a Cup or Plaque.

Now for the benefit of those of you who did not (or could not) attend the A.G.M. We are pleased to be able to inform you that for 1980 we shall not be making any increase in Subscriptions, it will still be £5.00 and as you may well know that Renewals are due from 1st April, 1980. Your prompt payment will be of special interest to our Registration Secretary, REG. VARNEY, to whom all subs should be sent. For all members that like to make an early start to the Rally Season and a day out to the Seaside at the same time, there is always the Easter Sunday Parade of Veteran, Vintage and Post War Classics at Weston-Super-Mare, Avon, and anyone wishing to attend with their cars are invited to write to me PHIL HALL for entry form. The date of Easter Sunday is 6th April.

Now to finally say to you all, a Happy New Year of 'Flowering and may we see more of your BLOOMS in 1980.

PHIL HALL

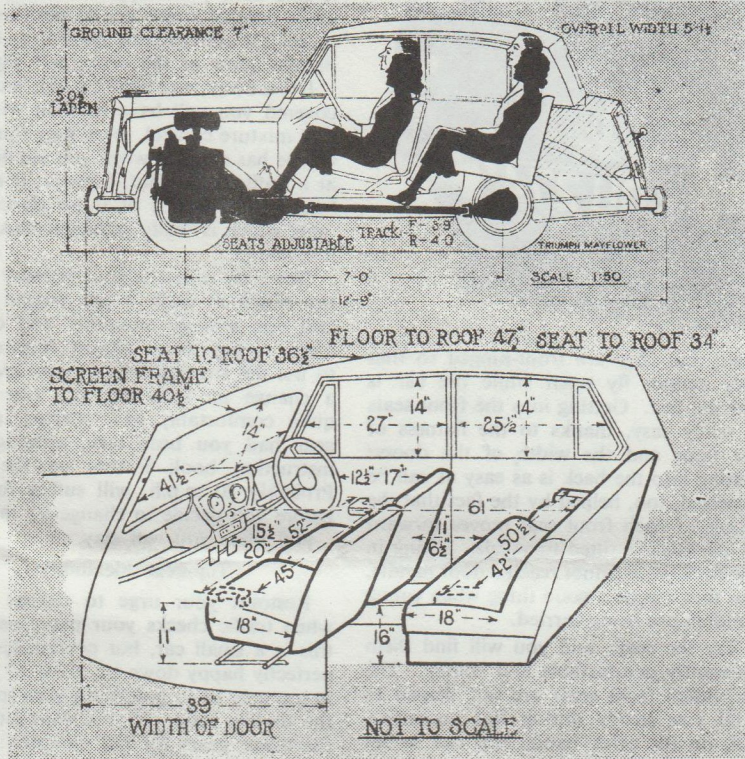
The Motor Road Test No. 15/50

Make: Triumph

Type: Mayflower Saloon

Makers: The Standard Motor Co., Ltd., Canley, Coventry

Dimensions and Seating



In Brief

Price £395 plus purchase tax £110 9s. 6d. equals £505 9s. 6d.
 Capacity 1,247 c.c.
 Unladen kerb weight 18½ cwt.
 Fuel consumption 28.3 m.p.g.
 Maximum speed 62.9 m.p.h.
 Maximum speed on 1 in 20 gradient 47 m.p.h.
 Maximum top gear gradient 1 in 12.7
 Acceleration
 10-30 m.p.h. in top 14.0 secs.
 0-50 m.p.h. through gears 26.6 secs.
 Gearing 14.5 m.p.h. in top at 1,000 r.p.m., 55.5 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine
 Cylinders 4
 Bore 63 mm.
 Stroke 100 mm.
 Cubic capacity 1,247 c.c.
 Piston area 19.3 sq. ins.
 Valves Side
 Compression ratio 6.8/1
 Max. power 38 b.h.p. at 4,200 r.p.m.
 Piston speed at max. b.n.p. 2,775 ft. per min.
 Carburetter Solex downdraught
 Ignition Lucas coil
 Sparking plugs 14 mm. Champion NAB
 Fuel pump A.C. mechanical
 Oil filter Nil

Transmission
 Clutch Borg and Beck s.d.p.
 Top gear (s/m) 5.125
 2nd gear (s/m) 8.56
 1st gear (s/m) 18.14
 Propeller shaft Hardy Spicer, open
 Final drive Hypoid bevel

Chassis
 Brakes Lockheed hydraulic (2 l.s. front)
 Brake-drum diameter 8 ins.
 Friction lining area 90 sq. ins.
 Suspension:
 Front Coil and wishbone I.F.S.
 Rear Semi-elliptic
 Shock absorbers Girling telescopic
 Tyres Dunlop 5.50x15

Test Conditions

Mild weather, moderate cross wind, damp tarmac surface, Pool petrol.

Test Data

ACCELERATION TIMES on Two Upper Ratios

	Top	2nd
10-30 m.p.h.	14.0 secs.	7.8 secs.
20-40 m.p.h.	15.0 secs.	10.7 secs.
30-50 m.p.h.	17.9 secs.	—

ACCELERATION TIMES Through Gears

0-30 m.p.h.	9.2 secs.
0-40 m.p.h.	15.3 secs.
0-50 m.p.h.	26.6 secs.
Standing quarter-mile	26.1 secs.

MAXIMUM SPEEDS Flying Quarter-mile

Mean of four opposite runs	62.9 m.p.h.
Best time equals	65.7 m.p.h.
Speed in Gears	
Max. speed in 2nd gear	44 m.p.h.
Max. speed in 1st gear	23 m.p.h.

WEIGHT

Unladen kerb weight	18½ cwt.
Front/rear weight distribution	51/49
Weight laden as tested	22¼ cwt.

INSTRUMENTS

Speedometer at 30 m.p.h.	3% fast
Speedometer at 60 m.p.h.	5% fast
Distance recorder	2% fast

FUEL CONSUMPTION

44.0 m.p.g. at constant 20 m.p.h.
 42.0 m.p.g. at constant 30 m.p.h.
 40.0 m.p.g. at constant 40 m.p.h.
 34.5 m.p.g. at constant 50 m.p.h.
 Overall consumption for 311 miles (including top and heavy traffic conditions), 41 gallons = 28.3 m.p.g.

HILL CLIMBING (at steady speeds)

Max. top-gear speed on 1 in 20	47 m.p.h.
Max. top-gear speed on 1 in 15	42 m.p.h.
Max. gradient on top gear	1 in 12.7 (Tapley 175 lb./ton)
Max. gradient on 2nd gear	1 in 7.4 (Tapley 300 lb./ton)

BRAKES at 0 m.p.h.

0.90 g. retardation (=33½ ft. stopping distance) with 95 lb. pedal pressure.
 0.55 g. retardation (=55 ft. stopping distance) with 50 lb. pedal pressure.
 0.28 g. retardation (=107 ft. stopping distance) with 25 lb. pedal pressure.

Performance factors (at laden weight as tested)

Piston area, sq. ins. per ton	17.3
Brake lining area, sq. ins. per ton	81
Specific displacement, litres per ton-mile	2.315

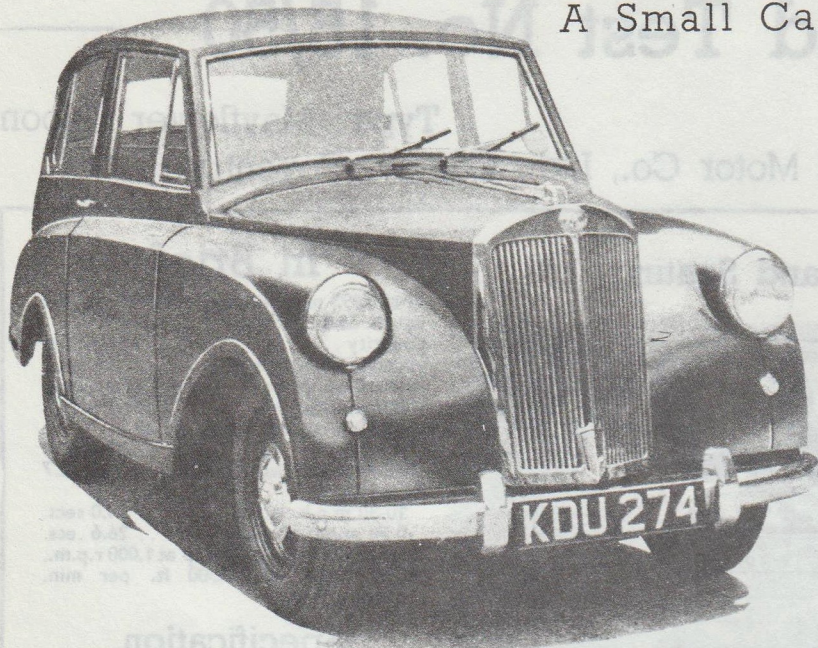
Fully described in "The Motor," September 28, 1949.

Maintenance

Fuel tank: 8 gallons. Sump: 7 pints S.A.E. 30 summer, S.A.E. 20 winter. Gearbox: 1½ pints S.A.E. 30. Rear axle: 1½ pints S.A.E. 90 hypoid gear oil. Steering gear: S.A.E. 140 E.P. gear oil. Radiator: 12 pints (2 drain taps). Chassis lubrication: By grease gun every 1,000 miles to 15 points, every 5,000 miles to 13 further points. Ignition timing: T.D.C. fully retarded. Spark-plug gap: 0.032 in. Contact-breaker gap: 0.012 in. Valve timing (set with 0.020-in. tappet clearance): I.O. 10° B.T.D.C., I.C. 50° A.B.D.C., E.O. 50° B.B.D.C., E.C. 10° A.T.D.C. Tappet-clearances (cold): Inlet and exhaust 0.015 in. Front-wheel toe-in: ¼ in. Camber angle: 2°. Castor angle: 0°. Tyre pressures: Front 18/22 lb., rear 23/27 lb., according to load and speed. Brake fluid: Lockheed Orange. Battery: Lucas 12-v. 38-amp.-hr. Lamp bulbs (12-volt): Headlamps, O.S. 36-w. Lucas No. 162, N.S. 36/36-w. Lucas No. 300; sidelamps, 6-w. Lucas No. 909; tail and brake, 6/24-w. Lucas No. 353; number plate, 6-w. Lucas No. 989; trafficators, 3-w. Lucas No. 256; ignition and panel, 2.2-w. Lucas No. 987; interior, 6-w. Lucas No. 254. Ref. B/13/50

The TRIUMPH MAYFLOWER

A Small Car of Refinement



setting of the rich mixture control will give a prompt start from cold unless the weather is really bitter, and will give a fast idling speed whilst you reverse out on to the road. It might, perhaps, have been handier to have the starter and rich mixture controls alongside one another, rather than widely spaced apart, but when it gets dark you'll appreciate that those white control knobs are so positioned as to be just conveniently shown up by the discreet glow of the instrument lighting.

Drive away, and before a mile has been covered you will have finished with the rich mixture control. You may think the engine has stopped when you are held up at a traffic block, but it hasn't; it merely happens to be one of those all-too-rare mits which is really inconspicuous when it is idling.

Don't try to hustle your getaway: let in the clutch at quite a low engine speed and you will go smoothly and quietly away, being ready almost immediately to use the steering-column gear lever for a change up into second. You could quite comfortably have started in that gear had you been lazy, although the instruction book frowns on the idea. Probably 20 m.p.h. will suffice for you before you decide to change up into top—and there you will stay.

Top-gear Flexibility

Restrain your urge to change down when traffic checks your pace; certainly this is a small car, but nevertheless it is perfectly happy down to below 10 m.p.h. in top gear or to practically zero speed in the middle ratio. If you want either of the lower gears for hill climbing or for extra acceleration, good synchro-mesh mechanism gives the simplest of silent engagements, but you will soon learn that right-angle turns are easily negotiable in top, whereas second gear gets fussy above 25 m.p.h. and gives little extra urge above 30 m.p.h.

Gentle and smooth as the engine is, you are not likely to find it lacking in power to keep you in or ahead of the traffic stream on an arterial road. Certainly 40-45 m.p.h. is the smoothest pace, but provided you keep the ventilator panels

A PPEARANCES are a true guide to the qualities of the Triumph Mayflower, the model with which the Standard Motor Company have entered the small car field. If you think, as some people do think, that its angular lines and rather cubical proportions represent regression, then you will not greatly like it as a car to drive or ride in. If, on the other hand, you think as very many other people think that the design, with its bold rejection of any pretence at streamlining, represents a welcome return to common sense, then you will find that the car reveals on the road just those virtues which its appearances promise.

To be more explicit, the Mayflower does not claim to have unsurpassed acceleration through the gears, to corner like a racing car, or to attain high maximum speeds. What it does offer is roominess, comfortable riding, ample and exceedingly smooth top gear performance within the limits of a maximum speed rather above a mile a minute, and sensible economy of fuel. It seems safe to predict that a great many motorists, both inside and outside Britain, will find the Mayflower extremely well suited to their tastes and needs.

Come out of doors, in your imagination, to where the Triumph Mayflower stands waiting to be driven. It is not a car which takes up a great deal of space in a garage or car park, with its 13-ft. overall length and 62-in. overall width, but its razor-edge coachwork is obviously capacious. It may not have been washed down since it was driven over muddy roads last night, but it still looks quite smart, thanks to mudguarding which is genuinely effective: those flat body sides may be vulnerable to scratches if your neighbour in a car park flings his door open, but they are also very easy to keep clean with the minimum of labour.

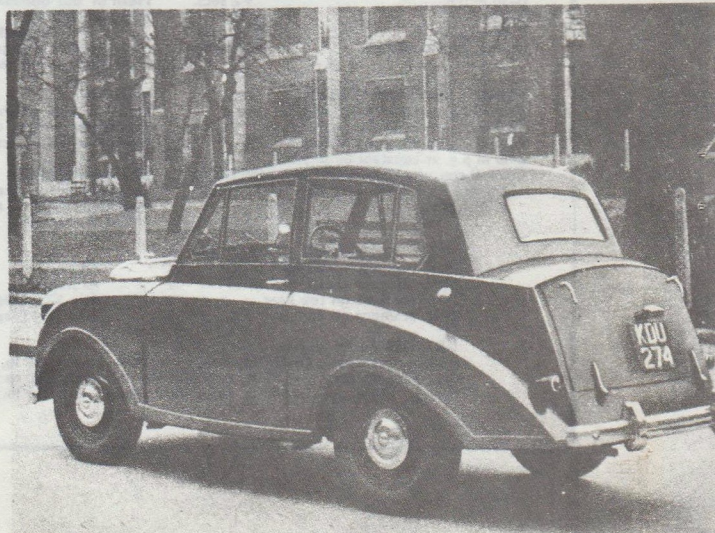
Open the doors: there are only two of

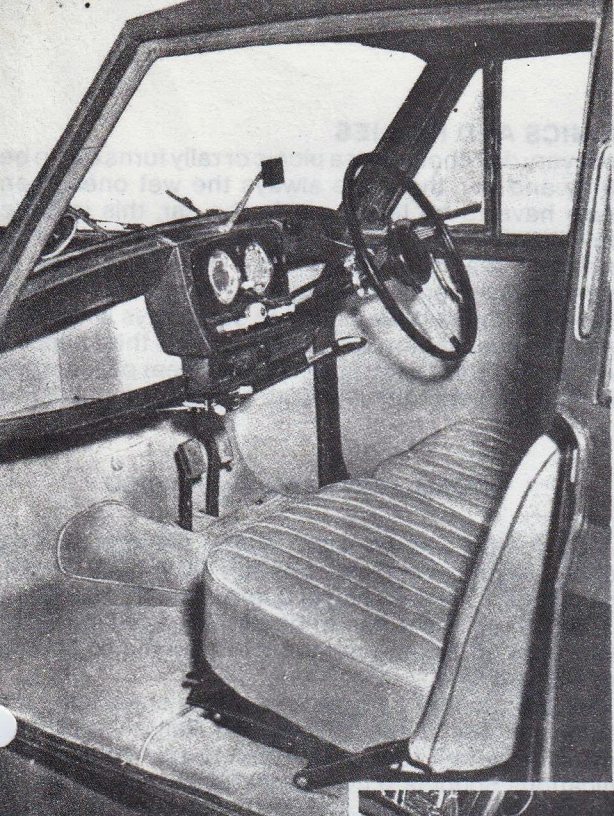
them; but they are front-hinged so that they cannot fly open while the car is moving fast. Getting into the front seats is really easy, thanks to the flatness of the floor and the width of the doors: getting into the back is as easy as can be expected, too, helped by the fact that the whole of each front seat moves forward as the back is tilted forwards. Sitting in the back, you cannot reach a door handle, but that can be a good thing when young children are being carried.

Try the seats, and you will find them pleasantly comfortable and roomy. The individual front seats are not shaped to hold you steady during fast cornering, but, on the other hand, they can be set together to form a bench on to which it is not impossible to crowd three people. The back rests are perhaps a little low, but with the fixed arm-rests (shaped as pull handles, to facilitate giving the doors the firm slam they require) you can comfortably spend the whole day in these seats. Passengers riding behind you have no cause for complaint, either: they sit in a fairly upright position, but are not stinted of knee, foot or head room.

Now, start up the engine in readiness for your drive in the car: the half-way

INDEPENDENT LINE
—Razor-edge styling, as favoured on other recent Triumph saloon models, is applied to full width two-door bodywork on the Mayflower, giving roominess and large window areas.





rear seat passengers will travel very comfortably if you use just a little restraint about rushing over rough roads—don't be afraid to leave the metalled road, because tracks broken into potholes inches deep in water won't bother you at 25 m.p.h., but don't expect quite the ability to tackle any surface at any speed which (provided you forget about the cost of tyres) some modern large cars reveal.

In hilly country you will appreciate the engine's willingness to pull smoothly even down to low speeds, which will save you many a gear change. There are, of course, limits to the pulling power of even the most helpful 10 h.p. engine, but bottom gear is a ratio low enough to re-start you on a very steep hill indeed and to take you slowly but

The rain-trapping arrangements seem proof against anything but the most exceptional of sustained deluges, and even if you are not yet a convert to central heating as an aid to motoring comfort, you will appreciate having a safely clear windscreen despite weather which invites misting-up.

For warmer weather, you have hinged ventilation panels on the rear windows as well as the front ones to help keep the atmosphere inside the car fresh. At this time of year, you will find that they can be opened without rain coming in, but be careful how you use the rear ones because they can direct cold air on to the driver's back as well as doing a useful job of extraction.

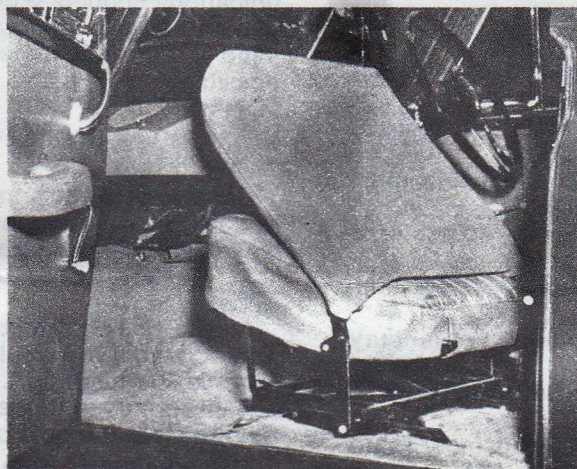
Powerful Headlamps

Darkness? The headlamps, which are mounted at a sensible height, are pleasantly powerful, but for this unhurried style of car it would perhaps be worth while to have the lenses modified to give less length of beam and a rather wider spread of light. Instrument lighting is of just the right brilliance, and further movement of the push-pull facia switch controlling it brings a good interior light into operation. The instruments, incidentally, are arranged for the simplest of understanding, oil pressure and coolant temperature gauges being set alongside one another and arranged so that a drop of either needle from its horizontal position is a warning signal, either for inadequate oil pressure or excessive water temperature.

Has the car shown itself to have the sort of virtues which matter to you? Let's take a final look around before we must leave it. Top up the fuel tank, and it will probably be found that the fuel consumption has been rather better than 30 m.p.g. Open the rear locker, and you will find a really generous amount of luggage space, unobstructed by the spare wheel which is mounted below the tail of the car. Undo the tool-roll even, and apart from the easy-to-use jack and the emergency starting handle which are housed under the bonnet, you will find a better-than-average kit.

The car for everyone? There is no such thing, and the Mayflower does not attempt to cater for every taste. A modest sized car of unusual refinement? The Mayflower is just that, and as such should make a great many friends.

INTERIOR—Instruments are centrally grouped on a facia panel which is flanked by parcel shelves, and the individual front seats move forward and up, as shown in the right-hand view, to facilitate entry to the back of the two-door body.



The Triumph Mayflower - Contd.

closed you won't be unduly bothered by wind noise at higher speeds. There can be a trace of drumming audible as you go up the speed range, but 55 or even 60 m.p.h. can be held quite comfortably if need arises.

Tyre pressures were checked before we came out, of course, because no small car can be expected to handle well at speed if they are incorrect. Choosing roominess in preference to streamlined coachwork, you will notice whether there is a head, tail, or side wind blowing, but the very light steering will keep you 100 per cent. in control of any situation. You have not chosen this car with a view to phenomenally fast cornering, but by using the nice steering to place it intelligently you will get along very well on winding roads: there is a modest amount of roll but very little tyre howl, and if an unexpectedly sharp corner does take you by surprise, an extra quarter turn of the wheel will get you round all right.

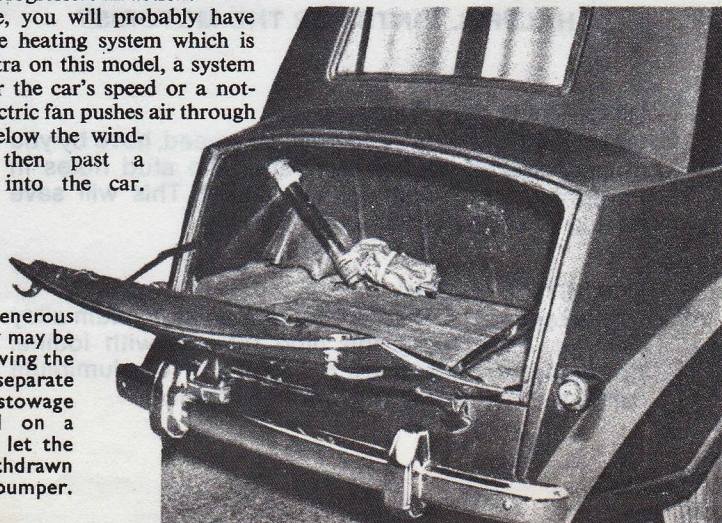
Soft springs with a lot of damping is the suspension recipe on this little car, so that when you drop over the brow of a hump-back bridge it stays firmly down without any bouncing. The riding is at its most level if you have only the front seats occupied, but both you and your

surely to the summit: also, if you do need bottom gear on a holiday in Devon, you will be pleased to find that it has synchro-mesh mechanism to help you engage it.

Down the other side of the hill, after you have enjoyed the view from the summit through the big windows of the Mayflower, you will find the brakes unusual in feel, but very effective. There does not seem to be any appreciable movement of the pedal in response to your reasonably firm pressure on it, but the retardation is nevertheless both powerful and progressive in action.

By this time, you will probably have appreciated the heating system which is an optional extra on this model, a system in which either the car's speed or a not-too-audible electric fan pushes air through a ventilator below the windscreen and then past a radiator and into the car.

TAILPIECE.—Generous luggage capacity may be extended by leaving the locker lid open, separate spare wheel stowage being provided on a shelf hinged to let the wheel be withdrawn from below the bumper.



WELCOME TO THE CLUB

↓ 295
296
297
298
+ 299
300
301
302
303
+ 304
305
306
+ 307
+ 308
+ 309
310
311

I must apologise to Member 294, Tony Danby, Post Office, West Lilburn, Alnwick, Northumberland for omitting his welcome in 'Flower Power' No. 19.

Also to W. Jordon of Canada, to whom I gave wrong Membership number to, should read 303.

HELPFUL HINTS FOR THE MOTORIST

DECOKING THE ENGINE

When tightening down the cylinder head, have by you an old gasket, having numbered the stud holes in tightening sequence on old gasket. This will save having to consult Instruction Book.

NON STICK PLUGS

To prevent spark plugs sticking in an aluminium alloy cylinder, try coating the plug threads with iodine. Corrosion is caused by the creation of aluminium oxide, the iodine will prevent this forming.

PICNICS AND RALLIES

Not every day chosen for a picnic or rally turns out to be sunny and dry, there are always the wet ones, then meals have to be taken inside the car, this is more convenient for those sat in the front seats, but not so helpful to rear seat passengers when it comes to finding somewhere to place cups, glasses etc. Why not get one of those deep bathside soap trays with wide overhang bracket (or arm) which can be then clipped over back of front seat, enabling backseat passengers to place their containers in tray without risk of upsets.

SOCIAL RUN - 18th April, 1980

Visit to the Metropolitan Police Hendon Driving School, Aerodrome Road, London NW9 5JC. Commencing at 7.15 and ending at approximately 10.30 p.m.

Regrettably there has to be a lower age limit of 16 years for visitors, and numbers are limited to 20 and the event is free.

The programme commences with a short talk by a senior member of the staff on the Police method driving, a guided tour of the Driving and Tele-communications Schools, a demonstration on the 'anti-skid' pan and finally, a film connected with driving. Please send in your requirements as to numbers as soon as possible.

Sunday 4th May, 1980

Canal boat trip by horse-drawn barge on the Kennett and Avon Canal of approx. 3 hours with a break half-way at Hungerford Common.

The cost will be approx. £1.50 per head children half price.

As the boat will hold over 60 people it would be appreciated if you would let Frank Lane, 7, Grosvenor Terrace, Wantage Oxon. the number of seats required, so that surplus seats may be offered to sister clubs and help to clear the cost of the boat

The boat starts from Kintbury off the A.4 between Hungerford and Newbury at 2.00p.m.

There are two pubs adjacent to the start and food can be had at one of them.

FRANK LANE'S PEARL'S OF WISDOM

When overhauling Mayflower engine, it is quite likely the drain pipe from the inlet manifold to atmosphere may be missing or broken.

I have found the following adaption to be quite successful:-

You will need an old oil pressure flexible pipe (from sump to gauge pipe) which you saw off just above the braided or rubber part on the sump end. Take about 1 foot of old hydraulic brake pipe with a nipple at one end and measure diameter of pipe. Then drill out the brass union for half sawn off, to take the pipe.

The threads of this union are the same as the threads in the manifold, you then thread the pipe through the union and screw it into the manifold, the shape of the nipple ensures a perfectly snug fit.

RALLEY NOTICE BOARD

Sunday April 6th: Weston-Super-Mare Easter Carnival, Details R.K.V.

Friday April 18th: Police Driving School, Hendon, Details from Frank Lane.

Sunday May 11th: Summer "NOGGIN 'N' NATTER" with scenic drive and picnic. Route in next F.P.

May 24/25/26: Enfield & District Car Trust - Motoring Pageant. Details :- C. J. Glazebrook, 76, Baker St., Enfield, Middlesex.

Sunday June 22nd: Classic and Historic Vehicle Club - "Montage", Ashton Court, Bristol. Details - Phil Hall.

Sunday July 6th: "Antocks" Treasure Hunt. Details Roy Bussell.

Sunday July 13th: Mayflower Rally, Cotswold Wildlife Park, Burford.

Sunday July 20th: Razor Edge Club National Rally, Duddington House, Nr. Bristol. Details Malcolm Bath.

Saturday & Sunday in September: Standard Triumph International Rally No. 5 - Motoring Weekend. Probably around the Coventry Area. Date and details in next F.P.

Club Visit to Canley Factory: No parties can be shown around at present, if at all possible, a visit will be arranged in the future.

RALLY'S — SOCIAL RUNS — TREASURE HUNTS

To further John Baker's theme of 1979 Participation, I would like to see a few more members do just that - Participate, it would make my job more pleasing, to have more than just the hard core membership turn up at our outings etc.

Surely, our cars are made for driving, and the whole point of having them is to use them. I know that petrol and running costs are high, but to get pleasure from your car - it must be driven to - may I suggest - club events, which are organised for you - the members.

Could I ask the membership of our Club, to think about it seriously, and ask ourselves what we want from the club - surely not just spare parts?

In wishing you all a very Merry Christmas, I also wish you a very happy 1980 motoring in your previous Mayflowers.

Good Motoring.

Reg.

TIES

Club Ties are still available at £2.50 (including postage), why not get your wife or girl friend to buy you one.

Cheques/P.O's payable to R. K. Varney.

PEDAL RUBBERS

Last issue I mentioned how V.W. flasher rubbers could serve as seals for the Flower pedals. Here now is a more detailed account.

First obtain two V.W. flasher rubbers, they are used on Beetles to seal between the front wings and the light units. Next remove from each seal the pipe section which fits into its base (they just pull out). Now pull back your Flower carpets from around the pedal area, strip off the old seals and remove the foot pads. The V.W. rubbers are now slid down over the metal pedals. These are a tight fit so lubricate with soap - not oil, this only rots the rubber. All that now remains is to clamp down the rubber and seal it to the car floor. For this I fabricated a metal plate with two slots for the pedals. This I screwed to the floor with threaded "pop rivets". Plate dimensions are not critical just so long as the slots allow free pedal movement and the metal holds the seal edged firmly to the floor.

I have found these seals both neat and efficient. Though the pedals now both display rubber sleeves it in no way detracts from the cars appearance. (see illustration in this issue).

48, Oakes Rd.,
Bury-St-Edmunds,
Suffolk,
IP32 6HA.
29/10/79

Membership No. 298

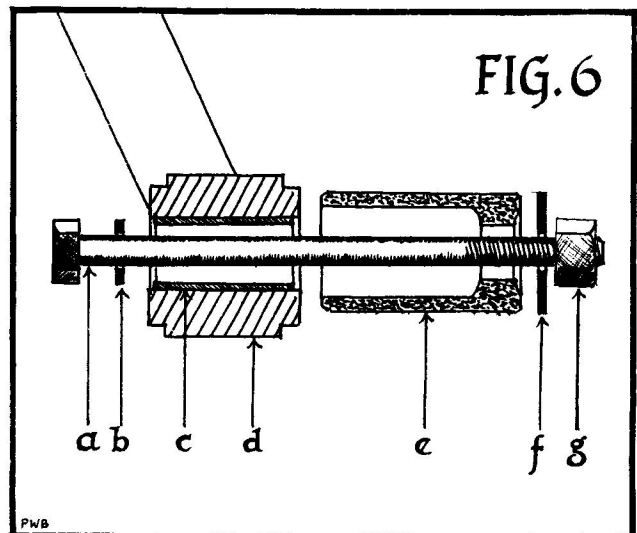
Dear Sir,

Having received Club Magazine issue 18, I read with interest regarding Mr. Randolph of New Orleans, having installed Triumph Herald engine in his Mayflower. I also fitted Triumph Herald and gearbox in my Mayflower 3 years ago, and have enjoyed good service all the time.

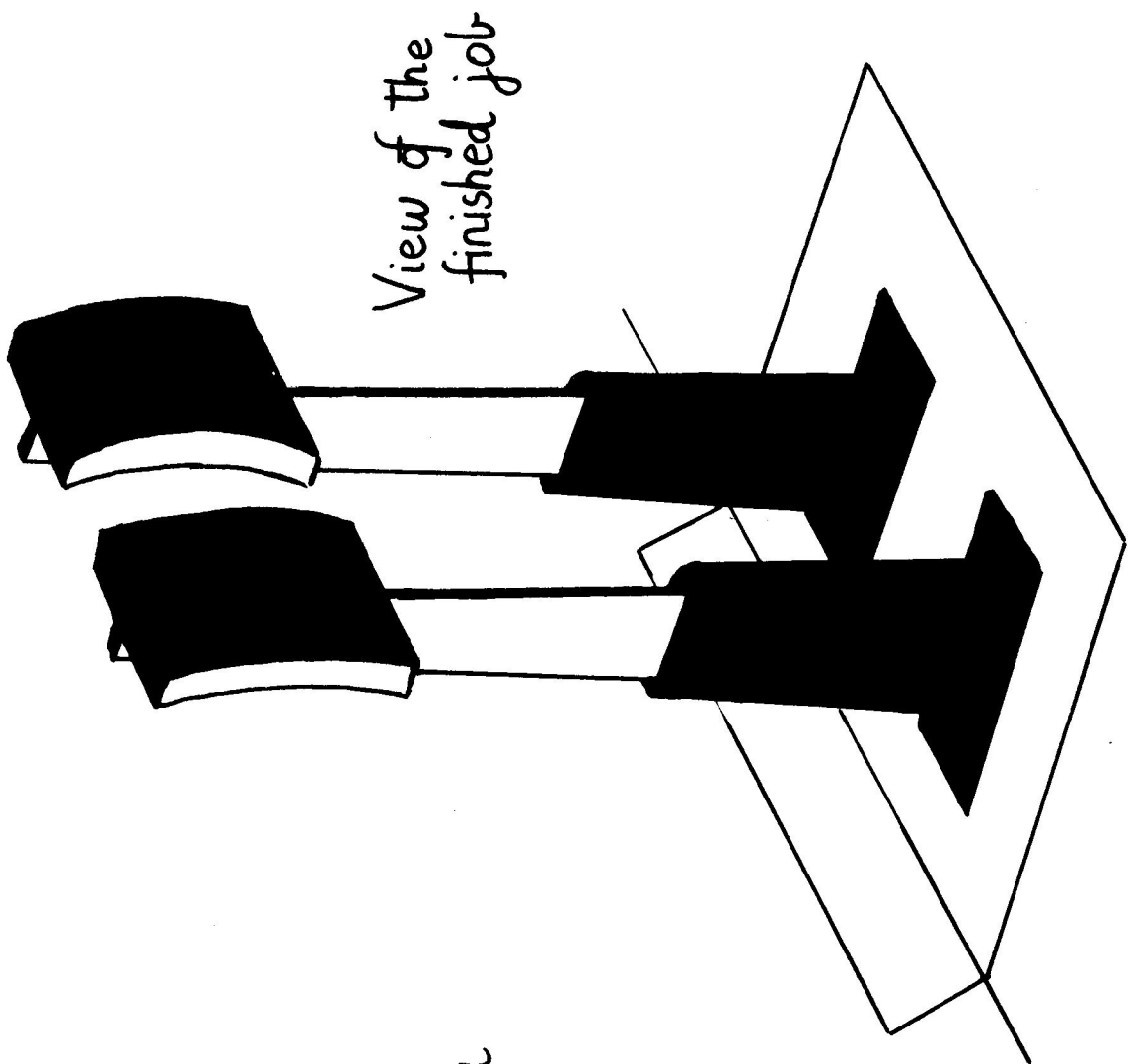
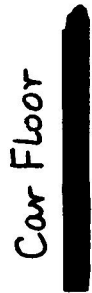
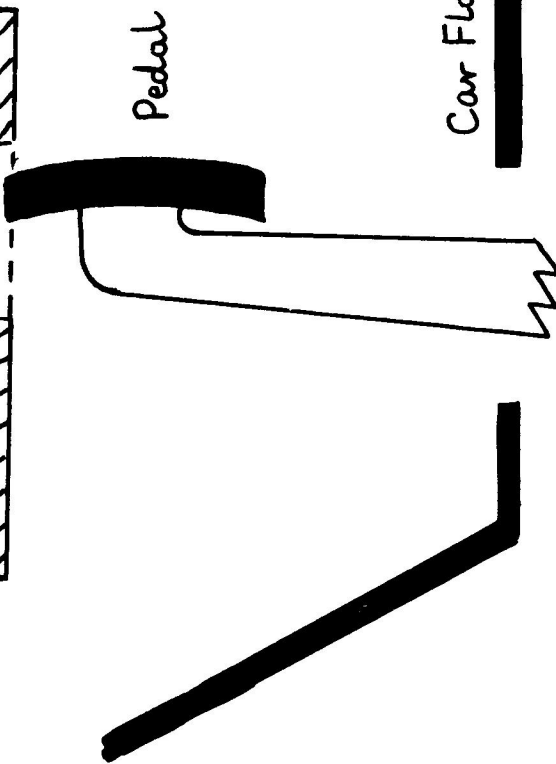
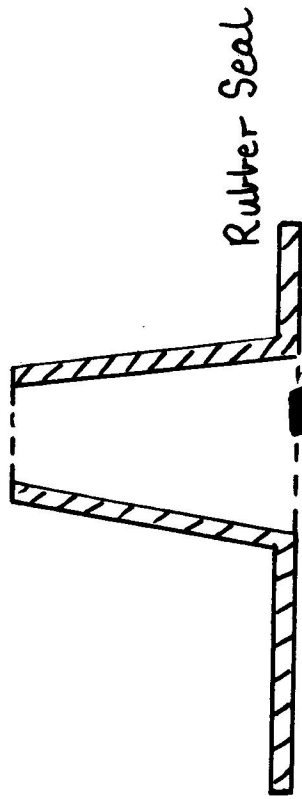
I cut a hole in the floor for gear stick. Used a Triumph Herald prop shaft about 6" shorter than standard length.

Fitted Rod 5/16 dia. from clutch pedal to master cylinder for Herald clutch. Used Mayflower Rad, engine runs a bit cool owing to extra water (4½ pints about) wanted for a Herald engine layout. Should you, or any member wish for any details, I would be willing to help in any way.

Yours Truly,
D. J. Buglass



THIS ILLUSTRATION REFERS TO PETER'S ARTICLES IN ISSUES 18/19. I HOPE IT PROVES HELPFUL.



SPARES NEWS

HURRY! SPARES SEC'S JOB STILL AVAILABLE

I am having (reluctantly) to stay at my post until one or more of you offers to relieve me of it. So far there have been no takers. I feel that it is not in the best interests of the Club for me to continue in this way, as I no longer have the time to do the job properly. You may recall that when I took the job on nearly two years ago I did so only as a temporary measure!

If you are even remotely interested in taking on the job (either in part or as a whole) please do not hesitate to contact me for details of what is involved. At present, being Spares Secretary means being more of a Secretary than an expert on Spares; the main element of the job is dealing with routine orders for the items shown on the spares lists (if you ever wanted to run a mail-order business, this is your chance to try it out).

Buying spares does not involve any particular knowledge, as I have accumulated a lot of information on equivalent part numbers and useful suppliers. The job need not involve much travelling, as much of the stock is bought by post from specialist suppliers and the only other contacts you need are a local motor factor and a local Leyland dealer.

The paperwork is not complicated, so this should not put you off. The workload varies, but on average should not take more than two evenings each week. Even if you feel unable to take on the entire job, there are plenty of small projects which need to be followed up but for which I have had no time (e.g. reconditioning cylinder heads, adapting steering parts, etc. Why not contact me?).

DELAYS IN PROVIDING PARTS

Some members (particularly those overseas) have been kept waiting far too long for parts. This has generally resulted from by shortage of time (for which I apologise) and the extreme slowness of the suppliers (for which they do not apologise). Things are unlikely to improve in the near future.

AMENDMENTS TO SPARES LIST

For the reasons outlined in the previous paragraphs, I have not been able to produce a replacement for the February, 1979 parts List, so it remains in force except in so far as it was amended in subsequent issues of "Flower Power", and subject to the new items added below. Due mainly to the increase in VAT there may be price increases in the near future on several items.

FOOTNOTES

(*25) Similar in external appearance to original pump, but with improved valves.

(*26) This repair kit is only suitable for use with the YD type of pump.

(*27) Complete with rubber bushes etc., should fit all "Mayflowers".

APOLOGY

DEEPEST APOLOGIES TO ALL F. P. READERS FOR THE LATENESS OF THIS ISSUE. I HOPE IT HAS BEEN WORTH WAITING FOR.

J.R.B.

DESCRIPTION	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ p
ENGINE PARTS			
Timing Chain	44101		3.25
FUEL PUMP PARTS			
Fuel pump, complete (*25)	200141	AC Type YD	8.50
Rocker Arm	500294	AC 1524214	1.90
Repair kit - major (Type YD,(*26)		AC BD43	4.20
FRONT SUSPENSION & STEERING PARTS			
Front shock absorber (*27) - each	106151	Armstrong 62-2080	15.50
Front shock absorber (*27) - pair	106151	Armstrong 62-2080	30.00
BALL & ROLLER BEARINGS			
Water-pump bearing	100764	Hoff. N2897 V2	3.50
Gearbox constant pinion bearing	58391	RHP MJ1¼	5.30
Gearbox countershaft needle rollers (per 48)	58088		1.60
Rear hub bearing	500031	Fafnir 6206	2.75
Differential LH & RH bearing	100899	Timk. 16160/16283	5.40
Differential front pinion bearing	100422	Timk. 15100SR/15245	5.00
Differential rear pinion bearing	100897	Timk. 3188S/3120	7.10

FROM THE TREASURER

When checking the Club's books at the end of the financial year I noticed that many members still had credit balances of varying amounts. I have therefore issued statements to those concerned to remind them of the amounts being held on their behalf; these statements are being sent out with this issue of "Flower Power". If you think you have credit with the Club, but have not received a statement, please let me know so that I can check the matter for you. Do not, however, worry if you have joined the Club since September, as it is possible that I have not yet dealt with your financial position.

SPONSORED RUN 1980

You will recall Derek Goodyear's maritime story in "Flower Power" No. 18, which heralded the proposed sponsored run in aid of the RNLI in 1980. An outline plan for the run has been devised: it is proposed that two or three "Flowers" should undertake a journey from Bristol - North Midlands - Boston - London - Southampton - Plymouth - Bristol, and that several points en route there should be gatherings of local members who could then join the procession for such distance as they wished.

The idea of taking in Boston, London, Southampton and Plymouth, is to commemorate the connection between those places and the original "Mayflower" of 1620. We will need local organisers to arrange the local gatherings and to obtain as much free publicity as possible. The precise route will to some extent depend on which local centres are chosen. If you are prepared to help, please contact Derek Goodyear at 5, East Park Drive, Eastville, Bristol, as soon as possible.

FOR SALE

Unfinished restoration
of 1951 Grey Mayflower - 53,000 miles
Garaged 3 years, new sills and many spares
some new

Requires enthusiast with time and space to complete

Offers about £450

More details by phoning 0742-587934

I'm prepared to sell some spares separately.

WANTED

for an American collector:-
Two complete front grill sets
including shells and grills for two
1949 - 50 Mayflowers

Please phone or write to:

**KEN ROEBUCK,
40, LOWESWATER AVE.,
TYLDESLEY,
MANCHESTER.
ATHERTON 876406**

WANTED

TRIUMPH MAYFLOWER

**In very good condition by Triumph
enthusiast in U.S.A.**

Will anyone wishing to sell their good Mayflower
Please contact George Noack with price and
photographs, at :-

480 NE 83RD STREET, FLAT 7

MIAMI

FLORIDA 33138

U.S.A.

Please note - any deal entered into must be
direct to Mr. Noack - and must not involve the
club.

1953 MAYFLOWER

**PLUS SPARE NEW GEAR BOX, TYRES,
AND MANY OTHER PARTS**

£600 or nearest offer

MARTYN FRANCE,

5, DENABY GROVE,

YARDLEY WOOD,

BIRMINGHAM 14 4HJ.

Tel: 021-777-1043

Between 9 a.m. - 6 p.m. daily

RENOWN TDC FOR SALE

reconditioned engine 5000 miles ago
some rear end rot - £200 O.N.O.

Further details phone:

REG VARNEY 0272 694861 (BRISTOL)

FOR SALE

1953 MAYFLOWER

Finished in blue and in original condition
Drivable but no M.O.T. - £300 O.N.O.

BOB KEENAN,

THE STORES,

LITTLE STRETTON,

CHURCH STRETTON,

SHROPS.

Tel: Church Stretton 2502

2ND PIECE

Not so hysterical this time folks. So we are moving
into the 80's, Roy is hoping for support on the sponsored
run and Reg, support on his Rallies. Frank has re-
arranged Hendon Driving School Visit and is proposing
another Canal Trip. I will organise something in the
Midlands if a few members will write and request me to.

Finally, thanks to Mr. Curtis of Motor Magazine for
allowing me to reproduce the Mayflower Road Test.

J.R.B.

Minutes of the Annual General Meeting of the Mayflower Club
held at the Two Boats Inn, Long Itchington, Sunday 21st. Oct
1979

-oOo-

1. Apologies were received from Messrs. R. Varney, M. Harvey, G. Dean, G. Scott, D. Waters and Mr. and Mrs. Wooliscroft. There were 19 members present and voting. Mr. R. B. Bussell was in the Chair.
2. The Minutes of the AGM 1978 were accepted subject to the comment that the increase in subscriptions agreed for 1979 were both to improve the presentation of Flower-Power and to provide more funds for the purchase of spares. Proposed that minutes be accepted, D. Goodyear seconded by P. Burdge. No dissenters.
3. There were no major matters arising from the minutes of the AGM 1978. Mr. Baker read a letter from Mr. Huxtable regarding 'T' shirts, a matter which had been resolved.
4. Secretary's Report.
Mr. Hall said that he had received letters praising the new format of Flower-Power and he thanked Editor John Baker on behalf of the Club. He also thanked Reg Varney for becoming Membership Secretary and taking some of the load off him. Since the last AGM membership had increased from about 150 to over 180, this may have been due in some measure to advertising the Club in some of the more popular motoring magazines, together with a write-up that appeared in a free advertising paper. Sec. then turned to the regular question of what members wanted from the Club, mentioning several of the poorly attended events organised by various members of the Committee during the summer. He stressed the hope that more members would attend the next National Rally even if their 'Flowers were not up to concours standard. At the least they could then assess what they needed to do to carry off one of the prizes. Phil closed by reminding members that Club T shirts, ties and pens were available.
5. Membership Secretary's Report.
In the absence of Reg Varney Chairman read a brief note which Reg had provided. The last membership No. issued was 302 while the number of paid-up members was 188. A circular to all members who had not renewed for 1979/80 had resulted in a number of renewals.
6. Treasurer's Report.
Peter Burdge circulated copies of the Auditor's Report dealing with the Balance Sheet for 1978. This showed a balance of £660.38 in hand for that year. The Committee had approved the Report which was accepted by the Meeting.
(unaudited)
Accounts for the current year, also circulated, showed at 31/8/79 cash balances of £127.84 on General Account and £775.38 on the Spares Account. These figures did not include the value of stock held, estimated at £1803.15 (new parts) and £180 (used). Sales of spares from 1/9/78 to 31/8/79 amounted to £2833 plus post and packing charges of £132.69 making a total of £2966.47. Acceptance of these figures was proposed by Mr. Hagger and seconded by Mr. Taylor and there were no dissenters.

It was proposed and carried that a letter of thanks be sent to Mr. Geoffrey Scott for his work in auditing the Club's accounts.

7. Rally Secretary's Report. (Read by Chairman from note by R.K.V.)
It had not been a very active year for rallying mainly because pressure of work had not given him enough time to organise the sort of events that he would have liked. However he felt that the joint National Rally with TROC had been a great success and he thanked Malcolm Bath for his help in arranging it. He felt that this could well be an annual event but understood that TROC members were not keen. For the first time the National Rally had shown a modest profit. Rally Sec. asked for suggestions for the venue of the National Rally in 1980. He noted that STIR 1980 is to be held in September (date not to hand) and he would be attending a meeting in this respect in November.

In discussion on this report two possible venues for the 1980 National Rally were suggested, these were Knebworth House near Stevenage and Hagley Hall, Kidderminster.

8. Spares Secretary's Report.
Peter Burdge said that his Cross Reference List is unfortunately delayed and he could not forecast when it might be completed. Lately British Leyland had been more helpful to one-model car clubs although there were few parts available that would be useful to us. Nevertheless he would pursue this. He added that he would like to be relieved of the post of Spares Sec. and would welcome any offers.

In this latter respect Frank Lane said that he would be prepared to take on secondhand spares if someone could provide a portable shed in which to store them.

9. Archivist's Report.
Mr. Gilderdale was not present and no report had been provided.

10. Editor's Report.
John Baker said that the cost of printing Flower-Power was rising and that the revenue from advertisements was too small to make a significant impact.

In discussion Derek Goodyear suggested that costs could be cut by returning to the use of the Club's own duplicator, perhaps retaining the new printed format for the main features with Gestetner duplication for the remainder. Ted Berry suggested that the only reason people joined the Club was for spares and that all they wanted were spares lists, there was thus no call for a Club magazine as such. There was some support for this concept but Chairman commented that if the Committee really believed this to be the case they would probably resign forthwith. Finally the future format of Flower-Power and consideration of costs was referred to the Committee.

II. Chairman's Remarks.

Roy Bussell welcomed all who had taken the trouble to attend with a special welcome to former Treasurer and rejoined member Ted Berry. He thanked the Committee for the work it had done in the past year and reiterated the Club's appreciation of the care taken by Hon. Auditor Geoffrey Scott. He also noted that Bob Train of Club Triumph had entered hospital..the meeting agreed that a 'get well' message should be sent to him.

12. Honorary Membership.

It was proposed by Peter Burdge that Walter Belgrove, who had been responsible for the design of the front end of the Mayflower be offered honorary membership of the Club. Chairman explained that the Rules permitted 5 honorary members and at present 4 of these were filled. The proposal was seconded by Mr. Taylor and carried.

13. Election of Officers and Committee.

There being no nominations either by post or from the floor Mr. Hagger proposed, seconded by Mrs. Blackwood, that the Committee be re-elected. This was agreed.

14. Subscription Rates for 1979/80.

It was proposed by Mr. Taylor and seconded by Mr. Goodyear that the subscription rate of £5 for all classes of membership remain unaltered. There were no dissenters.

This concluded the formal business of the meeting and Chairman then asked for discussion for the guidance of the Committee on several topics as follows:-

Club Representation at National Events such as those put on by 'Thoroughbred and Classic Cars'. Secretary, who had visited the event at Alexandra Palace, said there were problems. Cars were needed for the whole three days of the show and stands had to be manned during opening hours. It was suggested that TROC might be interested in a joint effort. Sec. to obtain details and also write to TROC.

Desirability of Joint Annual National Rally with TROC. As reported earlier Club members who had attended the joint rally at Burford seemed to enjoy it and the general consensus was that it should become an annual event. However Malcolm Bath, who is Rally Sec for TROC reported that TROC members were less enthusiastic about the idea. It was suggested that perhaps a bi-annual Joint National Rally would appeal to TROC and this is to be pursued.

Other Meets and Rallies. Secretary reminded members that there was a very good event each Easter Sunday on the sea front at Weston-super-Mare. Several members entered their cars last time and had a most enjoyable day. Frank Lane said that he was prepared to organise another Canal Trip (last summer's was poorly attended owing to heavy rain but those there had enjoyed it immensely). He would also look into the possibility of another attempt to arrange a visit to the Police Driving School at Hendon. Chairman was asked to arrange another of his Treasure Hunts or similar meeting from Tadley, Hants.

Proposed Sponsored Run 1980. Derek Goodyear, assisted by Peter Burdge, was interested in organising some sort of event to raise funds in aid of the Royal National Lifeboat Institution. The basic idea was for one or more cars, or cars in relay, to follow a set route with rendezvous points for local members to join them and perhaps accompany them for a part of the tour. Some possible routes had been set out. The meeting felt that the idea was well worth pursuing and the organisers are to provide preliminary details as soon as possible in Flower-Power. Phil Hall said he was prepared to start the ball rolling if the event got under way by a donation of £10

Spares Fund Levy. Peter Burdge, Spares Sec., suggested that a way to provide funds for purchases of spares in larger quantities, once located, or for the special manufacture of essential parts no longer available, would be to require a sum (say £10) from each existing member and a similar joining fee from each new member. Various similar alternatives were discussed and although several present were not keen on the idea of a compulsory levy the majority were in favour of something along these lines. The Committee is to consider the matter with a view to seeking the instructions of the membership at large by way of a postal ballot.

Any Other Business. It was suggested from the floor that members might like other meetings similar to the latter part of this AGM, ie informal discussion, to be arranged from time to time about the country. Chairman said that he was quite prepared to try and arrange such meetings but reminded those present that earlier attempts to organise local meetings had been a dismal failure. The Committee is to look into the matter.

Chairman closed the meeting shortly after 5 pm.

-oOo-

Spares Fund....Subsequent Note.

The matter referred to above was discussed at great length in the Committee on 2nd December and a number of alternatives re-examined. Towards the end of the discussion it had been agreed that the motion to put to the membership should be for a sum of £10 and that all members (except honorary members) should be covered. We could not agree on whether we were talking about an interest free loan which would be returnable when a member left the Club or a straight levy on all members, with a similar joining fee for new members, which would be non-returnable. On a vote the Committee opted for the interest-free loan basis, the voting being 3 to 2, the chairman not voting. Elsewhere in this magazine you will find the details of the scheme upon which you are asked to vote, together with notes of the way in which the necessary postal ballot has been arranged by the Committee. There is also a voting slip for you to record your vote.

This is an important matter for the Club so please exercise your right to influence what goes on by returning the voting slip as directed. Dont put it aside until after Christmas, DO IT NOW!

RBB

--oOo--

LOAN SCHEME

1. Each member (other than honorary members) shall make a payment to the Club of £10 as an interest-free loan.
2. The payment shall be made on the due date, which means:-
 - a/ in the case of a new member joining after the beginning of the scheme, the date when that member pays his first subscription,
 - b/ in the case of an existing member, 1st April 1980.
3. A member who, on the due date, has credit with the Club may -
 - a/ if that credit amounts to £10 or more, elect to have £10 of it treated as the loan; or
 - b/ if the credit is less than £10, elect to have it treated as a payment on account of the loan, paying the balance in accordance with paragraph 2 hereof.
4. The loan may not be repaid to a member during the currency of his membership, nor may it be used to offset any other payment due by him to the Club, but upon his ceasing to be a member the loan will be repaid to him at his request (or, where membership is terminated by reason of death, insolvency or mental disorder, to his lawful personal representative or receiver).
5. Money lent to the Club under this scheme may be used by the Club for any of the objects of the Club as set out in Rule 2 of the Rules of the Club in all respects as if the Club were the beneficial owner of the money. The accounting provisions of Rule 9 of the Rules of the Club shall apply to such money.
6. The scheme will begin on 1st April 1980 or on such earlier date as the Committee shall in its discretion think fit. Notice of the beginning of the scheme will be given to members.
7. In the event of the dissolution of the Club and the realization of its assets, any money remaining after the payment of debts owed to non-members and of debts owed (other than this loan) to members shall be applied first to the repayment of this loan to those who contributed to it and any surplus remaining thereafter shall be distributed equally among the membership as a whole. If there is insufficient money to repay to each contributor his loan in full then such money as is available shall be distributed among the contributors equally. Rule 12 of the Rules of the Club shall be interpreted accordingly.

TRIUMPH MAYFLOWER CLUB

NOTICE OF POSTAL BALLOT OF MEMBERSHIP

Notice is hereby given to all members that on 2nd. December 1979 the Committee (in accordance with Rule 8(b)(vi) of the Rules of the Club resolved that a postal ballot be arranged in order to decide the following question;-

"Should the loan scheme set out on the reverse of this sheet be adopted by the Club?"

- NOTES:
- (a) A ballot is necessary because under Rule 9(d) only the Club as a whole can authorise the borrowing of money.
 - (b) The provisions of Rule 8(b)(vi) apply to this ballot as do the provisions of Rules 8(b)(iv) and (v) as if the word "ballot" were therein substituted for the words "meetin" or "general meeting".
 - (c) The attached voting slip should be cut off and completed and then posted or delivered personally to the Chairman not later than 31st January 1980. Any slips posted or delivered personally after that date shall be disregarded.
 - (d) Counting will take place as soon as reasonably practicable after 1st. February 1980 and the ballot papers will be retained by the Chairman for a period of 3 months thereafter and will be available by appointment for inspection by any member during that period.
 - (e) The question shall be decided by a majority of votes and in the event of an equality of votes the Chairman shall have a second (casting) vote.
 - (f) The result of the ballot will be announced in the issue of "Flower-Power" which goes to press after 1st. February 1980
 - (g) For this ballot entitlement to vote shall be on the basis of one vote per membership number of currently paid-up members.
 - (h) The ballot shall be anonymous and the inclusion of any mark other than a straightforward "yes" or "no" on a voting slip shall render it void.

CUT

CUT