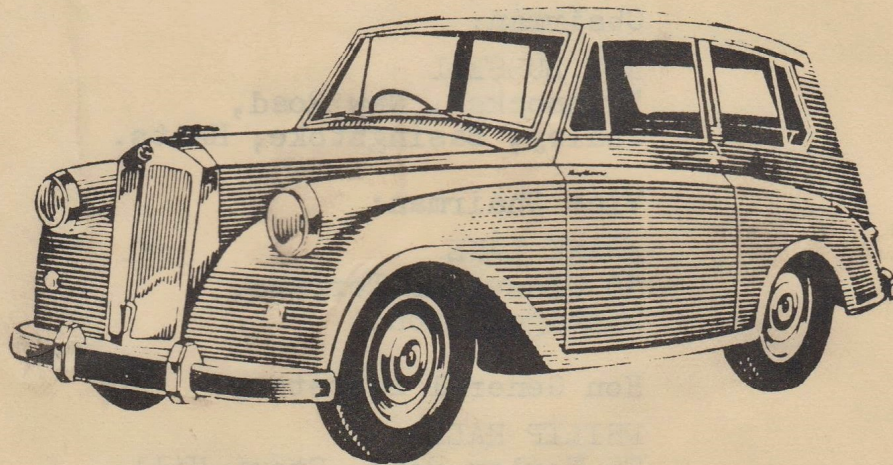


**TRIUMPH
MAYFLOWER
CLUB**



Flower

Power

ISSUE No 21

SUMMER

1980

Flower Power

Issue No. 21

Summer 1980

Club Officials

Chairman:

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

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18 Grosvenor Terrace,
Wantage, Oxon.

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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.

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Hon. Archivist:

POSITION VACANT

Flower Power Editor:

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

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORDWISTFUL ME

Time 1 a.m. Wednesday 4th June

Believe it or not but I am penning these notes as I lie immersed in a lukewarm bath, you may recall that to date, today has been the hottest day of the year. The house is very still the only sound being an occasional plink-plonk as a cold droplet falls on to my toes (must fix that washer). The children have been sleeping for hours, and the house, and the quiet are all mine, so for the first time for weeks I can give some thought to you all and F.P.

My garden is looking rather beautiful at the moment, and I reckon that that is a tremendous achievement if you could have seen the scope of the job beforehand, it involved firstly a paper plan of what I intended and the work itself consisted of laying 20 tons of broken slabs, 100 sq. yards of turf, walls to build and paths to lay but its all done now and looks splendid (anything other than it was, had got to be an improvement, in fact neighbours used to bring their rubbish to dump on my garden and that is fact not fiction).

After that gigantic achievement there is always the house to consider (pauses to light another cig! only 4 left, write faster). I've started to paint the house and have done some decorating inside, but the whole exterior needs to be re-painted this year as does still a lot of interior work (any volunteers). You may wonder why all this pre-ambles after all its a car mag and not a D.I.Y. course on Horticulture (I forgot to mention the flowers) or house maintenance, but I know that everyone is busy or busier than myself so with that in mind I'll sit a little longer in the Ed's chair (or bath).

Now they are all thinking when is J.B. going to fire his big guns? I am not apart from in salute to the Mayflower Club Members.

MELLOW ME

You will like this mag for, for the first time we have something to crow about and I don't know where to start. A prominent member of the Club said "I think the Club is dying". I won't be disloyal and say who it was, but have I got good news for you Roy. Honestly I don't think members realise how disheartening club work can be to their Committee Members who put so much effort and time into the job only to find themselves working their enthusiasm away. Phil says is there anyone out there? The answer is YES. Its all beginning to happen. Now before I go any further lets give mentally three cheers for our Committee Members, and I hope my following lines will show that their hard ground work is not to go unrewarded, for the reward from fellow members is quite simply, INTEREST.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORDEXCITABLE ME

Yarow - Yaroo! I have only gone and done it. Remember my rather stern and rather disapproving notes in previous mags? Well they are a thing of the past because they have done the job they were intended to. What I got was response - and what a response, following my notes are your letters (millions almost). Well perhaps you have not written yet but after the mag you will and I know Roy and his usually merry band (why do they always meet in a pub) will be greatly heartened, at last F.P. is showing that it works, and when it **works** so does the Club. "More power to Flower Power." (Brr. this water is stone cold.)

BOASTFUL ME

More good news? Yes. My word, gentle reader - read on.

Despite my protestations of limited time I have not been idle in promoting the Club in the Stourbridge area, in fact we are so strong here we are seriously thinking of starting a Midland Branch of the Club for, by the time you read this Reg should have enlisted three more members from Stourbridge, and with the two existing members and our friends at Stourport, Breewood, Nottingham, Derby, Birmingham, etc., we may at last have a base where more members can get together more often. I think its very exciting to plan Regional Branches of the Club, and in our local area David Scott would be happy to hold some of Peter's spares and make a Midland Depot which could be more accessible to Northern Members than Peter's main store at Bristol. These points are worth bringing up in Committee so lets have a response to this idea, letters please and if you think it out, its just an extension on my last year's Meet your Neighbour, that was a flop but this could work - if you want it to. Imagine in your own sub branch of the Club perhaps 3 - 6 - 8 members meeting regularly to exchange views, news, help or just chat and admire your Flowers. The meeting could be at different homes on a rota basis or local pub. In our own case we are looking for a wider appeal and have friends who join us who own Wolsleys, Jowetts, Hillmans, Renowns, M.G. It makes it all very worthwhile fun but still keeps one's loyalty to the Mayflower Club.

You now know what to do - get yourself two or three new members locally with or without Flowers and have some fun.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

RESPONSE - RESPONSE

Having missed the last two Committee Meetings, once owing to illness and once because of the very great mileage to do with a sick Flower, I'm a little out of touch with things but I know that as well as the Ed's big mail bag, Roy had the biggest response ever in our loan all ballot. The answer being an overwhelming yes to create more money for spares, so if all you spares only members are satisfied lets have some support for the socially minded members, and we can all show this by making it the biggest turnout ever at our National Rally.

Remember July 13th
Cotswold Wildlife Park - Burford
Be there and be early
Its always a splendid day out
Lets see a lot of new faces

This Year

Damn that soap.

J.R.B.

Important Note:

As the cost of F.P. in its old printed format was so expensive, a cheaper method of production has been evolved. I hope its satisfactory for you. If not write to me.

Any offers for my job as Editor of F.P. as now I've lost the printing of it my interest is not so great.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington.

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Larry G. Hurst / 1259 Crenshaw Boulevard / Los Angeles, Calif. 90019

Mr. J.R. Baker,
Flower Power Editor,
Triumph Mayflower Club,
3 Unwin Crescent,
Stourbridge,
West Midlands

Dear Mr. Baker,

I recently received my Winter 79 - Sprint 1980 issue of Flower Power. This event is not taken lightly around here, I find myself like your Mrs. Joy Woodercroft, "I put my feet up and have a very leisurely perusal of all the facts and the highly entertaining snippets of information".

I was shocked at the attitude that some members seem to possess. I for one value the issues of Flower Power far more than any spare parts. Anyone who has ever owned an older, (and better) car must surely realize that its the communication about his vehicle that is invaluable. (Whether this is through the magazine, club meetings, rallies, etc.) Being thousands of miles from all the club activity doesn't make it any easier for me to participate in club activities. Some times I feel mostly like an observer, hungrily awaiting my Flower Power. Now I realize (thanks to you), that by voicing my opinion I can participate in the club.

For all of us far away members I would like to thank you for your work with Flower Power. I have seen it blossom from the xeroxed issues to a very presentable magazine. As far as I'm concerned your doing a great job!

Sincerely,

Larry G. Hurst

Ed's Note: I don't get many overseas letters so I am extremely pleased to receive your's Larry. Let's get some transatlantic communication going through F.P.

P.S. Do you know who shot J.R.?

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

36 St. Cleres Way,
Darbury,
Essex,

Dear Editor,

After reading your article 'Am I Angry, I am' in Flower Power Spring 1980, I felt I must write to inform you that there is at least one member who finds the magazine extremely useful.

I bought a Flower for £75 in reasonable condition about a year ago, with a view to complete restoration. This is my first attempt at an old car and contacts for service such as re-chroming have not yet been made, a magazine such as yours could provide scope for recommendations of certain companies, and possibly other members would consider helping out in such a manner.

I would like to say that I do find the magazine very informative, and to suggest as an 'young Flower devotee' that some of the more experienced - I did not say older - members divulge some of their inner-most secrets of how they have overcome some of those illusive problems which seem to occur everytime, I, and many others, start to dismantle something. I am sure we younger members could benefit from such disclosures, and I feel it would provide topics for discussion in future issues.

So, to close, I think Flower Power is great, and long may it continue, so come on fellow members lets support the club.

Yours sincerely,

R.J. GRIFFIN

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

61 Aspin Park Road,
Knaresborough,
N. Yorks
HG5 8HG.

Dear Sir,

I offer the following for publication in the magazine.

I bought a delapidated 'flower' just over a year ago, as a winter project. I have enjoyed learning how to deal with the multitude of mechanical problems, and have even tried my hand at welding. The car is now on the road, and running well, and I have not yet broken the bank. I am now saving to have some parts re-chromed, and will soon have to think about a respray. (I am wondering whether to purchase a low pressure spray unit. Has any body experience of such equipment?)

I joined the club partly to obtain advice and spares, and partly to get in touch with fellow 'florists'. In fact I have not bought any spares but have greatly enjoyed 'Flower Power'. I only wish I lived nearer the centre of activity and found it easier to attend all those events which are arranged.

It seems to me that the difficulty in running a club such as ours, one that caters for a single model, is that membership is bound to be small, select and widespread. Also, inevitably, attendance at meetings is limited and the magazine becomes the main means of communication. With small numbers it becomes difficult to find people with the necessary attributes to take on such jobs as Spares Secretary. This latter job needs somebody with time, energy, storage space and contacts and is certainly not an easy one. If the incumbent wishes to stand down it becomes necessary to transfer the entire spares stock.

I am not sure that there is any simple solution, but I offer the following ideas, for what they are worth.

Can the spares stock be reduced? A number of spares are still available from normal commercial sources. If a list of such spares, and suppliers, were published they would not need to be carried by the club. The Spares Secretary could then concentrate on the more difficult items. This would reduce income, but are the extra funds worth all the unpaid labour involved? With a reduced stock would so much capital be required?

/cont'd.....

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Could the job of Spares Secretary be further subdivided e.g. into mechanical parts, brakes and suspension, electrical and accessories, body and trim, second-hand? This would reduce the work load and the storage problem. People overhauling particular components would still be able to obtain parts from a single source. There would probably have to be somebody in overall command and a central dispatch system for overseas customers.

Would it be possible for some of the small clubs to form a loose federation? Local meetings and gatherings could then be large enough to be viable and magazine articles of general interest could receive wider circulation.

I hope that this short discussion will at the least help to fill the pages of the magazine; perhaps it may be of some interest! P.S. If anybody living in this area feels like meeting other like-minded souls I will act as a sorting house for ideas (s.a.e. please if writing).

Graham Vokes,
61 Aspin Park Road,
Knaresborough, N.Yorks.
HG5 8HG.

Tel: Harrogate 862684.

Ed. Note. Thanks Graham, as you see in my Editorial, in Stourbridge we already have the sort of Federation you speak of, pity you don't live nearer. But try organising a local rally yourself you might even get some flowers there J.B.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

"Big End"
50 Appleton Rd,
Heaton Chapel
Stockport.

Dear Editor,

Well you've finally gone and done it, put your thoughts into words and printed them. Your "raunchy" exhaust note came over loud and clear; so here's pen to paper hope you print mine.

Let's start with that "raunchy" exhaust note, sounds like you've got the wrong silencer, not hard to believe these days. I always make up my own system, go for something larger, off the shelf like 1300, 1500 or even 1800 with straight in and out pipes of similar bore and mate up, I've never had more than a whisper out of her at any speed up to 70.

Concerning cylinder heads ('cos I'm in the process of removing one at the moment) anyone who has ever ventured into this field will probably agree it is the most tedious, infuriating and back breaking job, you will ever have to do on your "Mayflower, improving language, destroying marriages, and wondering why they are so sought after (I can't imagine anyone wanting a problem like that, and paying good money for it). Still, to be serious it's a throw back from pre-war days, highly polished aluminium heads sold cars, they never rotted (gasp) and they never blew a gasket (chock). The problems after were your problems. My course of action after removing about 15 is as follows:- strip top, air filter, cables, coil distributor, carb, pipe work, etc. remove head nuts (cheer, if stud comes out with nut) buy a pint of penetrating oil or make your own 50% wintergreen, 50% paraffin, soak, and go and watch the late night film or whatever's your bag. Next day with a tiny watchmaker's screw driver pick out the oxide, as deep as you can, go round each stud soak again; now this is where you can work off all your frustration for your "little flower". Take a large mallet or 14lb. hammer (as the mood takes you) and thump sideways all round, at this point it should fly off and land softly face upwards on your work bench.....
.....
If this should not work put the plugs back in and turn the engine over on starter, strapping a regency cushion to the underside of the bonnet to "collect" it
.....
should this not work then tell the wife and kids they're not going out for a week.....
it won't bring the head off, but you will learn some tactics as they try to take your's off!

Back to the grind. Keep malleting head, and gently malleting the studs, keep picking out and soaking. When a stud starts spraying oil you know its reasonably clear of the walls, also if the oil disappears you know ditto. I've always found the centre studs the worst (one alone will defeat you for a week).

/cont'd....

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Patience is the answer. 10 mins each night will produce the result. Tap a screwdriver into the gasket near the oil filter and lever upwards, a tyre lever on the manifold under the rear lug should produce 1/16" gap, hammer the head down again, lever up, and down again put a lever under the thermostat housing, up and down; the idea here is to turn that rock hard oxide into mush. It will eventually come off. (Well it went on, didn't it?!) Do your thing, fit a new gasket even if the old one was only on for $\frac{1}{2}$ an hour, check head for level with steel rule and feelers ($\frac{3}{32}$ thou. is admissible), fit new studs, and torque up only to 38 lbs. anything over will destroy the tensility of the steel causing the head gasket to blow. Think of the head held down with 16 vertical elastic bands, and you all know what happens to overstretched elastic.

Now one of my very own secrets, smear studs with black molybdenum grease and up stud holes with a pencil. The original anodizing has definitely worn off and this is why you've been at it now for 4 days, this will ensure the next time you remove the head it will only take a few hours. I find the treatment lasts about 12 months or 40,000 miles (whichever comes first). Don't forget the red Hermelite.

A tip for valve adjustment. Usual three spanners, old wing mirror, and a 12 volt light bulb set up in the timing chest will help. Slacken lock nut with 2 spanners very gently tighten again, adjust with third spanner and feeler gauge. As you will be doing most of this by "feel" (hanging upside down over the wing) the idea is one can "feel" the adjusting bolt moving left or right because its threads are slightly locked. I find it takes 1 hour to set the first and 1 hour to do the rest, if you find that hard, take the engine out! Once set they should never need adjusting for the life of the engine, excepting decokes.

Valve springs and collets can be removed quite easily and quickly with fingers, clamp a piece of 2 x 1 along tops of the valves, use index and middle fingers doubled up. Turn collet so that the big end of the figure 8 hole is away from you, lift smartly up and towards you. Don't forget to fill the valve chest with clean rags first just in case you drop one!

The cam in my experience never wears out the tappet feet themselves can split at the top due to over-tightening and jam in any position, usually half down. Crank shaft main bearings seem to wear 1 thou. evenly each 80,000 miles. Big ends 2 thou. each 80,000 still permissible with new shells. Bores seem to wear hard at the bottom and little at the top around 60 - 70,000.

/Cont'd

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

High speeds over 40 m.p.h. thus open and close the rings more than they can stand, and they break into small pieces. The pieces take approx. 7,000 miles to find their way through the top of the piston, whereupon a machine gun opens up. Get you home remedy is to press the "GO" pedal hard to the floor, and blow the offending pieces out past the exhaust valves or it will sink into either the head or piston, it usually shuts it up for 500 miles or so, or until another piece finds its way out.

Best ignition setting is:- set points correctly, set off up nearest hill stop and advance until pronounced "pinking" is heard, retard slightly 'til it goes away on a steep hill adjust carb to suit. The engines seem to need major overhauling at 80,000.

Back axle with regular oil changes should last 350,000, gear box indestructable if selectors are set perfectly "to neutral" on steering box.

The anti-smell circuit:- The stainless steel pin (metering valve) under the carb in the end of the copper pipe regularly seems to sieze causing fumes from the oil filter and a slightly richer mixture.

The petrol pump operating rod seems to wear at the ends causing starvation at high speeds, Araldite a little bucket on one end. Radial tyres on the back axle hold better than all round also reduce wear on steering joints and box.

The capillary water gauge tells you quite a few things as well as the temperature because it is not dampened and non-electric. (i) If your thermostat is opening correctly. (ii) If you are low on water it rises as you brake. (iii) If it rises and ignition light comes on while running, broken fan belt. (iv) Whether or not to use choke when you parked for an hour or so. (v) And finally if it is rises very fast after setting off falls, rises fast on bends, falls going up hill and rises going DOWN, then I'm afraid you've done it, you've arrived back at square one, the "deadly head gasket job again". GO DIRECTLY TO JAIL.

Yours faithfully,

CHRIS HOLT

Eds. Note: Thanks Chris, The heaters working fine, How would you like to re-write the Workshop Manual for us? (Only kidding.)

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

1 Royston Ave,
Chingford,
Essex.

Yes, 'Flower Power was "worth waiting for".

Hope you are now cooler after your verbal explosion!

M.B.

F.P. Member 295.

127 Manor Lane,
Sunbury
Middx. TW16 6JE.

Dear Mr. Baker,

As a relatively new member I would be willing to take an active part in the club's activities but "Flower Powers" received to date have covered events long since gone. "Flower Power" covering A.G.M. requesting as many members possible to attend. I received about 3 weeks after the event. F.P. issue 20 has just arrived I assume from comments that this issue came out prior to Xmas. I realise that a lot of time and effort goes into running the club, this delay may be one factor for inactive members.

Something which may be of interest to other members is that Carpets for Mayflowers are obtainable through all branches of Halfords under "KAROBES" name. I recently paid £35 plus V.A.T. for a set of well made and good fitting quality carpets. It took around 3-4 weeks to supply. I also found that Triumph Herald 13/60 window weather seals and clips can be fitted to Mayflowers being visually identical to original.

Keep up the good work.

Many thanks,

P. Sambrook.

Ed's. Note: Somemore worthwhile info: for Peter to chase up.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington.

No.299

19 Comondale
Putney SW15.

Lament of a Lost Flower Power

It will be on the road by Summer
All shining and bright to see
Well thats what I said last Winter
But alas, it wasn't to be.

So I'd just letter keep on going
And my new target date's 81
I can just see it now my Mayflower
All shining and bright in the Sun.

I know what would give me incentive
To complete this surmountable task
That wonderful mag. called Flower Power
Yes rearly thats all I ask.

You see its all right for you lot
You've been at it longer than me
You've probably rebuilt cars before
But this is my first you see

So Flower Power arrive on my door mat

Packed with hints and news
To help me complete my Flower
And take to the road to use

P.S : I meant to write before and say how much I enjoyed
the evening out at the Police Driving School at Hendon,
also I enjoyed meeting some of the members of the Club.

Excuse the bit of fun above.

Yours sincerely,

A. Hicks.

A.G.M. is on 19th October at the Two Bats Inn, Long Itchington.

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

John,

I do not appear to have received a magazine recently. Could you investigate. Also if you have not already done so could you return TROC photos to our Historian John Bath.

Thank you,

Tom Robson.

Ed's Note: In trouble again. Hope his mag. will do Tom.
Photos should be back with John by now.

9 Quorn Close,
Attenborough,
Nott'm.
NG9 6BU.

Dear Mr. Baker,

Just a few words to say better late than never. It was like a breath of spring to receive my copy of Flower Power and it has spurred me on to spending some time on my slowly improving Flower. I for one would not like to see the magazine die as for me its the nucleus of the whole club. Obviously spares will dominate proceedings, but I see this as a healthy sign that many flowers are at least being worked on and like my own will eventually re-emerge at some future club event. Re-building engines, re-skinning doors, passing M.O.T's is very time consuming. Remember most of us are saving our Flowers from the scrap-man, unlike some which were stored in some old ladies garage for umpteen years to emerge with only 30,000 or so miles on the clock. Keep up the good work and with patience I believe the club will grow from strength to strength.

Yours faithfully,

A.J. Watson.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Tel. STPT 6610

24 Stagborough Way,
Stourport,
Worcs.

Dear John,

Remember me - Dave Benfield from Stourport - the one with the Mayflower ropier than yours.

I trust that all is well with yourself and your tribe. -

When you honoured us with your presence earlier this year, I mentioned to you, the National Breakdown Recovery Club of which I am a member and my wife an agent. As we discussed, it might be worthwhile advertising in Flower Power, please find attached an application form and explanatory letter. Not for a get you home service (breakdown or accident) for a Mayflower = Annual cost of £11.00. I think the A.A. Relay (breakdown only not accidents = £25??? or thereabouts). I would be very grateful if you could stick a mention somewhere in the next edition.

Many thanks,

DAVE BENFIELD

Eds Note: Thanks Dave. The National Breakdown Club looks as though it could be very useful to Mayflower owners. Any reader interested get in touch with Dave or Mrs. Benfield at above address.

Only National Breakdown Recovery Club of the three major motoring organisations can answer YES to all the following questions:

- * Subscriptions scaled to age of car
- * Stolen cars recovered
- * Recovery after accident
- * Any driver
- * 24 hours a day - every day
- * Up to 5 passengers
- * Caravan and trailer cover available
- * Continental cover available

/Cont'd

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

Over seven years ago - yes, well before "Relay" and R.A.C. "Recovery" - we set up National Breakdown Recovery Club, "recovery after accident and major breakdown" with the motorist in mind who could (a) look after his own minor breakdowns and wanted service only when his car was really immobile, or (b) the motorist who wanted a low cost cover and was prepared to take the risk of a minor problem, but bearing in mind his holiday or long-distance travel. Then we give the peace of mind that if anything major went wrong, he and his family, together with their car, could be transported home without a bill of £50/£100/£200, and all the attendant expenses like hotels, railway fares etc.etc.

Look at your needs, compare our service (not forgetting our Motorway Roadside Repair Service) study prices - ours could be roughly half the price of our competitors for not really a lot less service - and then decide - National Breakdown.

SPOT THE RARITY! (No prizes awarded...)

USED CARS FOR SALE AND WANTED—Continued

1951 SUNBEAM-TALBOT 90 saloon, grey, in superb condition throughout, one lady owner, very moderate mileage, a real bargain at £395!
J. URQUHART AND SON, LTD., Winchester Rd., J. Peterfield, Phone, Peterfield 863. 951-1790

CLUBMAN AUTOS offer:-

1950 SUNBEAM-TALBOT 90 Mk. I saloon, alpine mat, seat covers, immaculate condition throughout, £395. 138-142 High St., Tooting, S.W.17. Balham 3484. 951-634

1954 SUNBEAM-TALBOT coupe, grey, £555. Montrose Motors, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171. 951-641

SUNBEAM-TALBOT drop-head coupe, 1950, heater, taxed, £385.
ROY UDEN CARS, LTD., Arterial Rd., Rayleigh, Essex. Phone, Rayleigh 908. 951-552

1951 SUNBEAM-TALBOT drop-head coupe, £175. Le Gate House, 107 Old Brompton Rd., S.W.7. Kensington 2477. 951-675

1954 SUNBEAM-TALBOT 90 Mark II convertible, sapphire blue, radio, heater, X tyres, taxed, outstanding car, £395.
C.N.K. MOTORS, 150 Finchley Rd., N.W.4. C.N.K. Hampstead 5712. 951-708

***£455!** 1951-2 SUNBEAM-TALBOT Mark II de luxe saloon, just had £75 overhaul, looks and runs like 1957 model, choice also 6 other Sunbeam-Talbots, the finest specimens available. Choice of 100 cars with 44-point overhaul and written guarantee. Buy wisely, buy safely from:-
LAMBS OF WOOD GREEN (Established 1897), 421-423 High Rd., Finchley, (East Finchley Underground). Finchley 6222-3-4. 951-1549

SUNBEAM-TALBOT 90 saloon, 1951, in 2-tone green with lawn leather interior, fitted with heater, screen-wash, chrome wheel trims, has a matchless performance and has been kept in really good shape, one change of owner, £545. Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4212. Open till 8 p.m. 951-1034

1947 SUNBEAM-TALBOT 10 sports saloon, grey, grey leather, low mileage, carefully used, exceptional bargain, £175.
MICHAEL CHRISTIE MOTORS, Bessie Rd., Aylesbury, Bucks. Phone 4727. 951-1295

£300. 1947 SUNBEAM-TALBOT 10 hp. S/R saloon, black, Philco radio, good general condition. Terms arranged. Kinngthorpe Garage, Ltd., 50 Harborough Rd., Northampton. Phone 4297-R. 951-1315

PARK MOTORS (KINGSTON), LTD. offer:-

1954 SUNBEAM-TALBOT Mark IIIA saloon, cream with red leather upholstery, radio, oil heater, good condition, £375.

ALL cars guaranteed for three months. 18, 193 London Rd., Kingston-on-Thames. Kingston 7610. 1544. 951-1360

WARWICK WRIGHT, LTD. offer:-

1957 SUNBEAM Mk. III (overdrive) saloon, 2-tone green, green upholstery, radio and heater, 12,000 miles, £955.

WARWICK WRIGHT, LTD., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. 951-855

***£739!** 1955 SUNBEAM Mark III convertible, absolutely original order, carefully maintained throughout, fully equipped. Choice 100 cars with 44-point overhaul and written guarantee. Buy wisely, buy safely from:-

LAMBS OF WOOD GREEN (Established 1897), 421-423 High Rd., Finchley, (East Finchley Underground). Finchley 6222-3-4. 951-1540

1957 SUNBEAM Mark III sports saloon, 4-door with sunshine roof, immaculate and original bodywork in 2-tone pale blue and grey, grey leather upholstery, complete with tailored seat covers, built-in radio, heater, wing mirrors, a genuine low-mileage example with only one previous owner and in superlative condition throughout, £895.

ALSO currently available, a Mark III Sunbeam convertible, four Sunbeam-Talbot 90 saloons and a small-milage Rover with overdrive.

450 Other cars available. Write for fully descriptive priced catalogue. Camden Motors, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. 951-1055

1957 July, SUNBEAM Mark III saloon, 8,000 miles, overdrive, rev counter, one owner, as new. 1965 Tolworth Motors, Ltd., Kingston-by-pass, Tolworth. Elmbridge 2254-5. 951-1334

Sunbeam Cars Unclassified Wanted

ROWLAND SMITH'S, the SUNBEAM Buyers. Highest cash prices. Hampstead High St., N.W.3. Hampstead 6041. 222-857

ALMOST-NEW SUNBEAM required immediately. Morley, 76 Cambridge Rd., Kingston. Kingston 8885. 951-335

URGENTLY required, 1947-57 SUNBEAMS. Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Highcliff 2275. 951-594

TRIUMPH

645 Gns. TRIUMPH TR3 1956 super sports 2-seater, pearl white, twin pushlights, badge bar, wing mirrors, one owner, excellent condition, written guarantee. Exchanges. Rowland Smith, Below.

545 Gns. TRIUMPH TR2, late 1955, super sports 2-seater, red, heater, screen washers, p.v.c. hood, luggage carrier, occasional rear seat, excellent condition, written guarantee; choice of three. Terms. Exchanges. Rowland Smith, Below.

275 Gns. TRIUMPH 2000 1949 roadster coupe, cream, red leather, p.v.c. hood, very good condition; choice of three. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 951-1428

£225. 1948 TRIUMPH 1800 roadster, black, radio, nice condition. Terms. Autosale, High Rd., Balham 1509. 951-799

1958 May, TR3 fixed-head coupe, blue, black hide, overdrive, heater, etc., 2,000 miles, as new, £395.

1955 TR2, red, beige hide, heater, wing mirrors, new tyres, condition as new, £575. Central Newbury Motors, Ltd. Phone, Newbury 2000. 951-1289

A.Z. MOTORS offer 1951 Mayflower drop-head coupe, very rare model, fitted radio, heater, absolute bargain, £465. Also 1951 Renown 2000, £365. Palmerston Rd., N.W.6. Mal 4723. 951-1099

TRIUMPH 2000 Roadster, 1949. These popular 5-seater sports cars are becoming very scarce and this is a particularly fine example, fitted with a new hood with bills available showing regular maintenance and overhaul, £395. Hillwood Motors, Triumph Dealers, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m.

1957 TRIUMPH TR3 Roadster, heater, disc brakes, low mileage, new condition. Mr. Ingoldby, Wexsex Motors, Ltd., St. Cross Rd., Winchester. Phone 5535. 951-1021

ROSE AND YOUNG, LTD. offer:-

1957 TRIUMPH TR3 hard-top, fitted overdrive, heater, radio, leather upholstery, disc brakes; etc., one owner, immaculate condition, white, £765.

1956 TRIUMPH TR3 sports, low mileage, fitted extra seat at rear, Michelin X tyres, unmarked, £645.

65-69 STERNHOLD AVENUE, Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464, 8182. 951-1618

1958 TRIUMPH TR3A hard-top, heater, overdrive, wire wheels, leather upholstery, £375. Winkle City Garage, Moss Bank Rd., St. Helens 4630 and 3059. 951-1506

1956 TR3 pearl white, 20,000 miles, heater, tonneau, Michelin X, in excellent condition, £670. 2659 Carlton Rd., Nottingham, £2034. 951-x2011

£385. 1949 TRIUMPH roadster, new engine, 1,400 miles, been a family pet, fit's perfect.
BIRKITT MOTORS (Finchley), Ltd. 397-401 High St., East Finchley, N.2. Finchley 6052-3-4. 951-1644

1951 Series TRIUMPH Renown 2000, 4-door, 5-6 seater, de luxe razor-edge saloon, beautiful black, chromium, beige leather with matching accessories, highly polished woodwork, H.M.V. radio, heater, demisters, tonneau, foglamps, dual mirrors, new tyres, concealed ashtrays, etc., recent reconditioned engine, delightful example, written guarantee, 367 gns. Hire-purchase, exchanges. Geoffrey Edwards, Ltd., Ardenbury Lane, Harpenden, Hertfordshire, Harpenden 118. 951-1788

PERFORMANCE CARS offer 200 new and used cars. Please see page one. Great West Rd., Brentford, Baling 8841. 951-1253

"Pinnocks"
Tadley,
Basingstoke.

Chairman's Letter

I really must try to keep it short this time! In our last issue, which was of course expected to go forth around Christmas time, I did rather go on.

Elsewhere in this issue you will note that the postal ballot on an obligatory, but ultimately returnable loan to the Club Spares Fund was carried at roughly 2 to 1. Your Vice-Chairman and I spent a happy evening in a hostelry betwixt Tadley and Wantage jointly opening the envelopes and counting the votes. A total return, including some late ones, of 48 this is the best reaction we have ever had, a 25% return! I knew you were out there somehow. So the die is cast and you should now all dig deep into the cheque book to the tune of £10 each Plus your annual subscription (if you have not already paid the latter). I hope the NO-voters will take the democratic view and stump up. I am not sure what we do to members who won't pay, but you are such a good crowd that I am sure this will not arise (for which the Committee will no doubt be grateful.

These days I find even less time to give to the Club than the meagre amount I have already. As many of you will know I have been transferred to London and now commute an extra three hours a day gone forever for no useful return. Consequently also the rate of progress on my Frogeye Sprite rebuild has diminished dramatically; and it is now unlikely that I shall be able to arrive at Burford in it. Perhaps next year?

Any of you thinking of entering a 'Flower in the proposed Peking to Paris Rally in 1984? Robin has tentatively entered a TR3A which currently lies in its component parts throughout "Pinnocks". Rebuilding is to start soon but currently he needs sponsors to accumulate the minimum £6 cost! Ah well, hope springs eternal or something.

Frank's visit to the Police Driving School turned out to be all we had hoped for, an interesting and instructive evening and the realisation that they are human. The Canal Trip was also a most pleasurable interlude, the weather being somewhat better this year than last when we all got soaked. I begin to feel that I know the towing horse, Primrose, personally.

I've rabbited on enough. Hope to see droves of you at Burford, and some of you at the Pinnocks Treasure Hunt (or whatever it turns out to be). Don't forget either STIR and also the TROC rally to which the Club is invited.

All the best,

Roy Russell

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Spares Secretary says

THE SPARES LOAN SCHEME - WHY IT IS NEEDED AND HOW IT WILL WORK

Elsewhere in this issue you will read the "official" announcement that the ballot showed a majority in favour of the scheme, but I would like to give you some idea of the manner in which I hope the scheme will work to the benefit of us all.

It has always been my policy to keep the price of spares as reasonable as possible, and the Club's usual mark-up has been around 25%, ensuring that the price to you is usually no more (and often a lot less) than prevailing retail prices. However, the effect of inflation, particularly over the last year, has been to prevent the range of parts from being expanded; all the profit made on the sale of parts has been lost in paying increased prices for replacement stock.

Further problems have arisen when the Club has been offered large quantities of obsolete parts (usually in dealers' "clear-outs"); here we have to act swiftly, for if we fail to buy the parts they may be scrapped or sold to speculators. In the past lack of funds has sometimes prevented us from taking advantage of such offers.

It was with these problems in mind that the loan scheme was first suggested. In fact the idea was cribbed from the Triumph Razoredge Owners' Club, whose own scheme (introduced in 1977) seems to have worked well. The purpose of the scheme is to provide working capital to enable the Club to buy parts in the most effective and economical way (whether by snapping-up job lots of obsolete stock or by obtaining larger discounts on current items). The benefits to you should be two-fold: the range of parts stocked will be larger, and the prices you pay will be lower than you might generally expect to pay elsewhere.

By chance, shortly after I had been told that the scheme was to go ahead, I was offered about 60 sets of pistons at a very reasonable price. A quick decision had to be made as they were to be scrapped if the Club did not buy them. I am happy to report that we now have them, although I have spent the Club's reserves in anticipation of the loan money coming in shortly. You can see that the scheme is starting to work already.

The most acute shortage is of engine parts, as most were peculiar to the Mayflower, so I have been sending lists of part numbers to all the main suppliers to see what they have left. With the new funds I should be able to bargain quite effectively for large quantities. Once these remaining stocks have been exhausted (which seems to be the position already so far as valves are concerned) we will have to have parts specially made, and the scheme will make this possible. Although I had obtained a number of quotations for the manufacture of parts over the last two years I was never able to proceed with any of them simply because we lacked the money.

/cont'd....

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

I hope that I have been able to show those of you who had reservations about the scheme why it was considered necessary, and that those who voted in favour of it will find that their confidence is rewarded.

So that I can get things moving as soon as possible, please complete the enclosed payment form and send it to me with your payment and a stamped addressed envelope (if you live in the U.K.). A receipt will be sent to you. If you know you have credit with the Club, provision is made on the form for you to take this into account when working out what to send.

To remind you of the terms of the scheme, they are set out below:

1. Each member (other than honorary members) shall make a payment to the Club of £10.00 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 £10.00 or more, elect to have £10.00 of it treated as the loan; or
 - (b) if that credit amounts to 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 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.

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

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 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.

WINDOW RUBBERS

This project originally ground to a halt due to lack of funds, but money is now being made available privately to enable the manufacture of some rubbers to start soon. I hope that sufficient progress will be made this summer to enable me to include a price-list and order form in the next issue of "Flower Power". My apologies for the delay to those who filled in the survey forms - your interest has not been overlooked.

ENGINE PART NUMBERS

The long-promised Parts Cross-Reference List is still as far away from completion as ever, and I could not blame you for putting it in the same category as the promises of cheap gas and oil from the North Sea. The reasons for the delay are (a) the continued expansion of the list (i.e. I have bitten off more than I can chew), and (b) lack of time to attend to it. To illustrate the former problem, the draft of the hydraulic brake parts section ran to 21 pages, but now that Lockheed have given me even more information I will have to add at least another 5 pages. Even then my problems will not be over, for illustrations will need to be prepared, final details obtained from other manufacturers, and printing arranged. If the list ever sees the light of day, it will probably be issued in instalments, starting with the braking system, which will be followed by electrical parts, the fuel pump and carburettor.

To whet your appetite I have set out below a brief list of some of the main engine part cross-references; you may find this useful at autojumbles when confronted by large heaps of boxes bearing numbers but no helpful descriptions.

/cont'd....

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

<u>DESCRIPTION</u>	<u>STANPART NUMBER</u>	<u>EQUIVALENT PART NUMBERS</u>
Pistons	101215	Hepolite RSW 11587 Sheepbridge/BHB SA151
Piston rings	101216 &102811	Hepolite R3172 Hepolite RX3175 Cords 30 Cords 30R
Cylinder liners	-	Hepolite FS444
Main bearings	100325/6	Vandervell VP431 Glacier M3123S
Big end bearings	100461	Vandervell VP430 Glacier B4124M
Thrust washers	100327	Vandervell VPW191 Glacier W2046S
Inlet valves	100363	Tranco 2594 James 1933
Exhaust valves	100364	Tranco 2595 James 1934
Valve guides	100862	Tranco G440
Valve springs	47757	Terrys VS295 or 451.295
Radiator top hose	101466	Harmo 225 Quinton-Hazel RH225
Radiator bottom hose	200280	Harmo 228 Holdtite M1938
By-pass hose	101656	John Bull 309 Quinton-Hazell RH309
Petrol flex-pipe	103070	Smiths PFP111 Titeflex GT32
Oil flex-pipe	101050	Smiths PFP106 or PFP107
Fuel pump	200141	AC 1524712 or 7950196
Carburettor	201209	Solex 30 FAIO
Head gasket set	500390	Payen HS1A 317 or CB650
Head gasket	200175	Payen 1A 317 or AB650
Manifold gasket	103978	Payen M3278 or JA217
Exhaust pipe gasket	32301	Payen 34F7 or JE262
Tappet cover gasket	43669	Payen 7696 or JM220
Conversion (lower) gasket set.	-	Payen CS1A 317

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

ODDS & SODS

MAYFLOWERS IN INDIA AND CEYLON

Reports from visitors to Sri Lanka (formerly Ceylon) show that Mayflowers are frequently seen there and are still in daily use as taxis. Old cars tend to last longer in poorer countries, but enquiries made of BL Heritage Ltd have brought to light the following export figures for the Mayflower which might also be relevant:

1950 - Ceylon 74 India 8
1951 - Ceylon 385 India 97
1952 - Ceylon 126 India 36
1953 - Ceylon 66 India 2.

What makes the high export figure for 1951 seem even more interesting is the fact that during its entire production run only 510 Mayflowers were exported to the U.S.A., the market for which it had originally been intended.

So far we have not made contact with any Mayflower owners in India or Ceulon, but if anyone is going there please keep an eye open for potential recruits!

THE DANGERS OF JACKS

Member Gary Le Lacheur, of South Australia, has written to say: "To my utter horror the other day the jack failed. Countless times I have used that jack to lift the car, and it failed at a time when I was on the road, had a flat tyre, and no tools in the boot. I might point out that I've never worked under the car while supported solely by **that** jack - I lower the jacking point onto a handy block of concrete about 1 foot 3 inches on its longest side. It might pay to mention this.... it could save a life. The part of the jack that failed was the thread. It had become so worn that the "collar" on **he** threaded rod slipped from 2 inches below the top to 2 inches above the bottom".

THE PRICE OF FLOWERS IN THE STATES

Member Mrs. Arlene Rostron, of Ontario, Canada, saw a 1953 Mayflower for sale at Hersey, Pennsylvania, in autumn 1979. The asking price was \$5,000!

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington.

Changes at the Donington Racing Car Museum and the BL Heritage Collection

BL Heritage and the Donington Racing Car Museum are in the process of re-organising their Collections. This will be completed by August of this year.

The Heritage Collection will be retaining an exciting small display of vehicles specially related to racing or record breaking cars at Donington. The remainder which includes tourers, limousines, family, rally and prototype cars which make up the bulk of the Collection, will be closed to the public on June 30th and will be moved over the following month to an exhibition site at Syon Park, London. It is hoped to have this outstanding Collection open to the Public by the end of August this year.

The Donington Racing Car Museum, comprising the world's largest display of single seater racing cars, is to be extended to include a number of racing motor cycles. The Donington Collection is open 7 days a week between 10 a.m. and 6 p.m.

Tyre Fast Limited

This firm dealing in tyres of all kinds, new and remoulds have very kindly offered to give our club members discount on their goods.

Their prices are already very competitive but they would still be very pleased to give anyone a quote for tyres on anything from a mini to an earthmover.

The man to contact is Phil Roberts, their address:-
Canalside, Delph Road, Brierley Hill, telephone number
Brierley Hill 74792. Just quote Club Triumph Worcestershire
when you call.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

AROUND THE CLUBS

Club Triumph Head Quarters

Mr. H.H. Train, Club Triumph, c/o J.R.T. Canley, Coventry CV4 9DB

Club Triumph Devon

Mr. R. Clarke, Deepdene, Dartington, Totnes, Devon TQ9 6HE

Club Triumph Eastern

Mr. R. Kennard, 10 Littlebury Court, Kelvedon Common,
Nr. Brentwood, Essex.

Club Nights - first Thursday of the month at the "Green Man"
Navestock, Nr. Brentwood.

Club Triumph North London

Mr. D. Pollock, 86 Waggon Road, Hadley Wood, Herts EN4 CPP

Club Nights first Monday of the month, at the Trent Park Golf
and Sports Club, Bramley Road, Southgate.

Club Triumph Worcestershire

Mr. M. Rees, 38 Westfields, Catshill, Bromsgrove, Worcs.

Club Nights second Monday of the month at the "Pedmore Hotel",
Stourbridge.

Club Triumph Warwickshire

Mr. R. Budd, 50 Cubbington Road, Coventry.

Club Nights first Tuesday of the month at the "Old Bull & Butcher",
Ryton, Nr. Coventry.

Triumph Sports Car Club (Bristol)

Miss M. Powell, "Harcombes", Whites Hill, Hambrook, Bristol.

Club Nights first Wednesday of the month at the "Half Moon",
Coalpit Heath, Nr. Bristol.

Triumph Sporting Owners Club

Mr. J. Cannell, 53 Thimble Close, Hurstead, Rochdale.

Club Nights second Tuesday of the month at the "Bulls Head",
Hale Barns.

TR Register Staffs & Warks Group

Mr. P. Hogan, 8 Baytree Road, Bloxwich, Walsall, Staffs.

Club Nights first Wednesday of the month at the "Bulls Head",
Shenstone, Staff.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Triumph Razoredge Owners Club

Mr. S. Langton, 25 Mawbys Lane, Appleby Magna, Burton-on-Trent, Staffs.

Triumph Mayflower Owners Club

Mr. R. Bussel, Pinnocks, New Road, Tadley, Basingstoke RG26 6AS

Pre - 1940 Owners Club

Mr. C. Watson, 8 Fairview Street, Cheltenham, Gloucestershire.

Further details of any of the above clubs can be obtained direct from the relevant Sec. or Mr. H.H. Train at Club Triumph H.Q.

Torque Triumph E.D. Note

I would be most grateful and very interested if a Razoredge owner would write an article on the mark, for the next issue of Torque Triumph, as I am sure most peoples knowledge of these cars is very slim, and I'm sure different model owners would be interested. I must confess my own ignorance for embarrassed as I am to admit it, as a child I thought they were cars made especially for the Clergy, as the only two I ever saw were both owned by the Vicars of our two local Churches. I am not asking for an Authoratitive book on the mark, but just a page or two with a few facts interspersed with the many likeable things there must be about your car, otherwise you wouldn't have bought, restored and kept one.

.....
Temperature Gauges as fitted to Renown's (and other Triumphs) can now be repaired by E.T. Lundegaard Ltd., 33 King Edwards Ave., Gloucester GL1 5DD. Tel: 0602 47192. Send Gauge complete with ether filled capillary tube (condition of tubing is not important) and Sensor bulb. Units are rebuilt accurately calibrated and returned with 7 days. Price is £11.50 + P & P.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Visit to the Metropolitan Police School of Driving, Hendon
April 18th

This turned out to be a most entertaining and instructive evening for the members who turned up.

Regrettably our numbers were small but I appreciate the time and venue kept quite a few away.

Canal Trip by Horse Drawn Barge on Kennett and Avon Canal

After a long wet period the sun shone for us on this occasion making up for last year's wet day. I am sure all those who came really enjoyed it but once again only small percentage of our membership turned up which is disappointing for the organiser, so I hope everyone who possibly can will be at the annual rally.

Once again I am asking all members who have any motor bits to send or bring them for my auto jumble stall. Many thanks for the generous donations in the past.

Frank Lane.

**FRANKS AUTO JUMBLE STALL
SORT OUT YOUR BITS & PIECES
AND BRING THEM EARLY TO ...
MAYFLOWER NATIONAL RALLY JULY 13TH**

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

RALLY NOTICE BOARD

Sunday July 13th

Cotswold Wildlife Park, Burford (A.40) Mayflower Annual Rally. Bring your "Flower", - whatever the condition (if it is on wheels) and the family. Details Reg Varney.

Sunday July 20th

Dodington Park - Nr. Bristol. Razor-Edge Rally - Details from Malcolm Bath, 1 Royston Avenue, Chingford, London, E4.

Sat/Sun August 9th/10th

Yeovil Festival of Transport. (Details from Mr. M. Stagg, 5 Burton Barton, East Coker, Yeovil, Somerset.)

August 16/17th

Triumph T.R. 10th Anniversary Weekend. Details from T. Smith, 15 Rynal Street, Evesham, Worcs.

August 24th/25th

Wheels at Longleat (in aid of Dr. Barnardo's Homes). Details from Dr. Barnardo's, 431 Bromley Road, Downham, Bromley, Kent.

August 30th/31st

Yesteryear Transport Pageant, Blenheim Park, Woodstock, Oxford. Details from T.B. Hill, 6 Chapman Crescent, Kenton, Middlesex.

September 13th/14th

Standard Triumph International Rally V. Charlecote House, Near Warwick. - A very interesting event, and a chance to meet Triumph Enthusiasts from the Continent and America.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

Club Ties. Still available from R.K.V. Still only £2.50
(incl. P. & P.)

For Sale:- To an Enthusiast

Immaculate Mayflower Reg'd May 9th '53. Metallic
Silver, red leather upholstery, 46,000 miles (genuine).
Offers around £1,000. No rust - Genuine enquiries only
to:- Mr. Flemming - 0222.494267.

For Sale

3 very good, nearly new tyres for Mayflower on wheels. -
Clean. £25.00 the three. Buyer collects. From -
H.W. Harold, Villa Dumka, 39 Fairfax Road, Teddington,
Middlesex. Tel. 01-977-1730.

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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ANNUAL RALLY 13TH JULY 1980 COTWOLD'S WILDLIFE PARK, BURFORD

WELCOME TO NEW MEMBERS

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ITEM OF INTEREST

Member No. 30. Colin Smale has his Flower on loan most of the time to the BICTON HALL MUSEUM OF TRANSPORT which is situated in a lovely part of East Devon near Budleigh Salterton, added

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

CONGRATULATIONS

We tender our Congratulations to Mr. and Mrs. Ricardo Galbis of Washington, U.S.A. on the arrival of their own personal TRIUMPH, a Daughter, MAYA ISABEL.

A word from Your Secretary. SUNDAY 13TH JULY YOUR own RALLY at the COTSWOLD WILDLIFE PARK, BURFORD. Come along in Your Hundreds and meet all Your other Fellow 'FLOWER Owners with their personal pride and joy. I shall be there, will YOU?

Please write to Reg Varney for Details straight away.

Now to You all, happy 'Flowering during 1980 and I hope I shall have the pleasure of meeting You all at BURFORD.

Phil Hall

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORDINSURANCE by Roger Collins

Re-printed from Turning Circle, May 1980, No. 26 with apologies to Bill Sunderland, Ed. for not asking permission.

During the 1979 season of Concours D'Elegance motoring events in which my Mk. III Spitfire was entered, representing the club, many people enquired whether I worry about taking the car out on the roads and exhibiting it at such events. The answer was obviously "yes"! This proved to be quite a serious worry, considering the distances involved in travelling around the country and at that time the car was only insured with a conventional insurance company. By "conventional", I mean that in the unfortunate event of an accident, my comprehensive cover would only compensate for repairs up to the "Market Value", beyond which the car would become a total loss.

For a long time, previous to these events, I had been concerned about the potential problems with the "Market Value" policy and was, in fact, one of the reasons why I ceased using the car for daily transport in August 1978. At that time I investigated the possibility of a "special" policy for increased value but when I mentioned that the car was a 1968 Triumph Spitfire, the insurance companies laughed!

Luckily, with the current interest in "Classic and Historic Vehicles", there has been a similar interest in specialist insurance and this brings me to the point of my letter - "Agreed Value" policies.

An article in Thoroughbred and Classic Car magazine (October 1979) outlined the merits of "Agreed Value" as compared with "Market Value" policies and prompted me to write to:- John Scott and Partners Ltd., 10 The Borough, Farnham, Surrey, for a quotation. I can only say that the reception I received was unbelievable because they were able to offer friendly advice and were genuinely interested. Furthermore, they were able to offer an "Agreed Value" policy based on a very acceptable compensation figure, at a premium less than my current "Market Value" policy!

What does this mean in terms of insurance? Well to quote from Thoroughbred and Classic Car "the agreed value is what the underwriters agree to pay, if the insured car should become a total loss, or if it should have to be almost totally rebuilt. The underwriters also agree that if the repairs were likely to cost as much or more than the agreed value, then there would be a choice for the insured:

A.G.M. is on 19th October at the Two Boats Inn, Long Itchington

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1. Take a cash settlement for the full agreed value and let the insurance company keep the car as salvage, or
2. Take a cash settlement for 80% of the agreed value and keep the car.

Of course, if the repairs were likely to cost less than the agreed value then the insurance company would meet the whole bill."

How does one obtain such a policy? Firstly, consult the article which I have mentioned and think very carefully about the value which you put on your car. After all, the value is what someone else is willing to pay to own your car and in some cases, particularly with Concours Cars, this may be ten times the "Market Value".

WIRING HARNESSES or LOOMS for MAYFLOWERS

Replacement wiring harnesses (or looms) can be obtained from:

Long Electrical Engineering Ltd.,
6-10 Gorton Lane,
MANCHESTER,
M12 5BG.

Telephone: 061-223 0316.

The cable is PVC in the original manufacturers' colours; connectors and terminals are fitted where necessary, and the complete harness is PVC tape bound. The harness does not include Starter, Battery or H.T. Cables.

Price in April was £43.00 inclusive of postage and packing in the U.K., but you are advised to send an SAE for an up-to-date quotation.

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ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORDProud New Owner

While his interest in 'Flowers' (apart from Keg Bitter) was at an ebb, your editor sold his Flower to new member John Stanier. This happened early last year and this is the story of "once you've got the bug (with an apology to Bond Minis) you can never shake it off".

The car had gone, and, feeling flush, John took Brenda and the four girls on holiday (can't be like last time) thought John, my trusty Renault 16 TC should provide reliable holiday transport (unlike the Flower just sold which blew up on the previous holiday due to John's not replacing the piston rings when rebuilding said Flowers engine). Budding Flower engine rebuilders please take note.

Great, so the family set off for Felixstowe/Suffolk area. The journey from Stourbridge was fine and all arrived safely in Felixstowe. The family were enjoying camping until John decided to go on an errand only to find the Renault clutch had packed up - Catastrophe - On Tempora O Mores! - and words to that effect were heard to come from John's direction.

A visit to yon local Renault dealer was made. Yes Sir we can fix your clutch The job was done - great! Back to the holiday one small point??

- The bill, a mere £186. - Gasp (and more verbal diarrhoea)!

"This is no good" said John to Bren who was jumping up and down in the field, "I must get another Flower" (more jumping up and down). With that, a visit was made to Ipswich where a member had LEW 153 for sale. One look and John fell in love with the car (doesn't he just with all old cars)? ! Arrangements were made for the car to be collected after the holiday. The rest of the holiday was great - no problems, and John felt happy again - a full Flower Power once more. The interest had returned.

Having decided to collect LEW from Ipswich, we set off from Stourbridge at 6 o'clock one Sunday morning in September 79. (You see, you've got to be keen!)

We had a good journey, only stopping when a scrap yard or junk shop came into view. (You never know what you might find) - maybe an old 'Flower' for spares and we know of a junk man who has a Flower for sale which is bound together with rust and the door pillars have collapsed - price £450 !!!! "Still, the engine's free" said the junk man. "Good, I'll take the engine" said John and the junk man was not amused The car is still there rotting away However, I digress, - back to the tale

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We arrived in Ipswich at about 2 p.m., had prepared LEW for the journey home and set us on our way for the first 10 miles The brakes needed adjusting. Now LEW had had her engine rebuilt properly, but the radiator hadn't been looked at. Regrettably she began to boil at 3 mile intervals along the A47.

Yours truly went foraging for water - across fields, down banks, etc. etc. After 5 hours we limped into Cambridge and decided to leave LEW at a local garage for repairs. It was getting dark and we were both tired and **didn't fancy** towing LEW home - a distance of 120 miles. We drove home in the Renault, taking it in turns to drive and finally collapsed into bed at approx. 1 a.m. Sunday morning and approx. 350 miles had been driven.

The following Saturday, John travelled to Cambridge by train to drive LEW home. Her radiator had been rebuilt and the brakes relined - at a cost of £138. Still, after covering the first 20 miles home without a hitch - no bubbling and clouds of steam, John felt happy when he sensed the car was behaving as she should, and the hole in his pocket was forgotten as he enjoyed driving a real motor car again.

Since then, LEW has been in daily use and has become a well known vehicle in the Stourbridge area. - They are nice cars, aren't they?

D.S.

Eds. Note: That piece of bumpf was written by David Scott, who was a friend until I read it. (Bren does not jump up and down - just screams!

WANTED for RENOWN T.D.C.

1 o/s rear wing

2 over riders

Contact David Scott - Tel: Lye 4498.

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(54)
ANNUAL RALLY 13TH JULY 1980 COTSWOLD'S WILDLIFE PARK, BURFORD

7 Hayfield Road,
Ormskirk,
Lancs. L39 1NY

Phone: 0695 77487

Dear Sir,

I am the owner of a Mayflower which to the best of my knowledge is complete but in need of restoration or breaking for spares. There are some other spares including gearbox, back axle, steering box and radiator. I also have an original owners manual.

Could you tell me of any of your members who may be interested in buying them from me. Preferably I would like to sell everything to one person.

Yours faithfully,

S.C. Ellis.

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- When should you use your headlights? To warn your mates of a Speed Trap.
- When do you overtake on the left? When thetard in front won't move over.
- What documents do you take on the road? Daily Mirror, Sun, Playboy, Forum.
- When you must stop? To have a leg over or a tot of brandy.
- Where should you never stop? Outside the house of the girl you are
- What do you expect to see on a rural road? Rural tarmac and cow dung.
- How many types of pedestrian crossing are there? Two. Those who do and those who don't.
- What is the correct procedure for overtaking on a Motorway? Foot hard down, eyes shut and smile.
- When do you use the Motorway fast lane? When you are going home on a promise.
- What do you do when you break down on a Motorway? Leave the B..... thing and hitch hike home!
- What does a yellow box junction mean? They ran out of white paint.
- What do broken white lines mean? Careless navvies.
- What does the Highway Code say about tyres? Use only round ones.
- When can you cross double white lines? After 9 pints, 2 vodkas and a whiskey.
- What do you do before leaving a building site? Make sure you have enough timber under your sheets to build a Fitted Kitchen.
- What do double yellow lines on the side of the road mean? Chinese Takeaway ahead.
- Where do you situate the Danger Triangle when broken down? Up your Transport Manager's!

CONGRATULATIONS. YOU HAVE JUST PASSED YOUR H.G.V. TEST.

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ROY'S BIG DAY

"PINNOCKS" EVENT 17th AUGUST

I still have not decided quite what to do, i.e. Treasure Hunt, triple timed trial or 'something completely different' but rest assured it will not be too taxing on man, woman, machine or pocket (especially mine!). Anyway, here are enough details to get you involved.

Assemble at "The Round Oak" at Padworth Common (on the road from Reading via Burghfield Common to Kingsclare). The pub does real ale and snack lunches, has a beer garden and a fair amount of car parking space. I will be there from noon onwards (probably a white Herald convertible, LYS 772F). The event will start around 1415 and whatever it involves will finish at "Pinnocks" New Road, Tadley with tea and bickies and things around 1630 - 1700 (to include a grand prizegiving). There will be a fee of 50p per head (minimum £1 per car) to cover costs payable when you arrive.

Please let me know if you intend to come (and how many will be with you) to give an idea of catering needs (both me and the pub) and also so that I can let you know if the event is unavoidably cancelled for any reason.

Try to come in your 'Flower or alternative pre- '55 motor - modern grot-boxes incur a 10 point penalty on arrival (not really, come in anything on wheels!).

R.B. Bussell

"Pinnocks", New Road, Tadley, Basingstoke, Hants RG26 6AS

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Thanks to the Bristol Boys. So far this year I have made three trips to Bristol or near-by locations and usually the trip down the A38 is uneventful but enjoyable, except for one occasion when, with David Scott who was travelling with me to see Reg's Renown with a view to purchase same (which he subsequently did and that is another story), and I to delivery mags. and stationery to Phils. It was a mad stormy Sunday in March in fact we started out in my 'Flower in a blizzard ploughing through 4" of snow, the temperature at zero and my new car heater stowed away in the boot. So with the wind whistling through my almost non-existent quarter light window rubbers, we were, even though well lagged up with double socks, sweaters, coats, scarves and hats, soon miserably cold. The coffee flask was soon emptied as we made steady progress down the completely deserted A38. All went reasonably well for the first half of the journey, we had even stopped just outside Gloucester and splashed around an interesting scrapyard, but it was soon after this that trouble started, by now the heavy snow storm had given way to sleet and driving rain when a horrible wheezing and grinding noise emanated from the engine compartment.

We immediately stopped and investigated but could not trace or even hear anything amiss. Continuing on our journey we were again assailed with this worrying phenomena together with a serious loss of power. Struggling along slower and slower we eventually crawled in to a filling station which advertised a 24 hr. breakdown service only to find that the proprietor would not help when he found that there was no big money involved, so again we staggered on.

By now we were much nearer Bristol than Gloucester so persevered to try to get to civilisation. All this time we were trying to diagnose the trouble and at last decided it was the distributor braking up which had badly retarded the engine. To add to our troubles the manifold gasket blew and the ride became worse. We sighted yet another garage again no help. This was the fourth one we had tried and by this time as well as being soaked and cold was thoroughly alarmed by the poor state of the car. However at this last garage I scrounged a drop of oil and with the aid of a matchstick dropped oil down the centre of the distributor shaft (after removing the rotor). Wonders of wonders the power started to increase and in a few moments was back to normal, but by now we also had irregular firing owing to carburettor trouble. (You will all be nodding wisely saying, he ought to have known about the regular oiling on his distributor shaft).

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Much heartened by our better progress we roared and bang-banged into Bristol and found our way to Phils where we were warmly welcomed and thawed and dried over cups of piping hot teas.

Refreshed we moved and finding ourselves in an area I knew sought out the advice of that very keen Mayflowerer Terry Mills. Terry and his wife Eileen were most concerned and helpful giving me a new manifold gasket and offering to clear out his garage to give space to effect repairs.

As it was getting late we pushed on to Reg Varney's where Reg soon effected repairs to my carb. But the manifold had to blow and roar all the way home but I got home safely although late.

"WOOLIES" TRIM AND ACCESSORIES

The Club has been sent a copy of the latest catalogue issued by "Woolies", who seem to be able to supply many of the parts you might need to re-upholster and generally complete your Flowers. For your copy, send 45p to:-

Woolies (I & C Woolstenholmes Ltd),
off Blenheim Way,
Northfields Industrial Estate,
Market Deeping,
Peterborough,
PE6 8LD.

MOTOR STORE (SUSSEX)

We have also received a catalogue from these people, who seem to stock a wide range of the small mechanical and electrical parts which are often very difficult to find. For your copy, send 35p to:-

Motor Store (Sussex),
Farnelea, Crooked Lane, Birdham,
Chichester, West Sussex, PO20 7HA.

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D.R. Howe,
Derrystones,
Homend Crescent,
Ledbury,
Herefordshire.

For Sale:

1953 Mayflower
with spareblock and head.
Mechanics good - body no rust.
£150. o.n.o.

Phone: Ledbury 2572.

Second hand Spares.

1 gearbox, 1 engine block seized.
1 cyl. head.

£35. lot.

Contact Editor.

Club T Shirts

Adults £2.95.
Childs £2.35

15 Cedar Mount,
Shrubbs Hill,
Lyndhurst, Hants.

1953 Mayflower. Black with Tan seats.
New trim and steering, brakes, cables,
pipes, exhaust, clutch, tyres, bearings,
oil seals, pistons, clutch.

Just taken off road after being in daily
use.

Plus second car for spares or renovation
£550 the two.

Nichols,
11 The Close,
Kingston St. Michael,
Chippenham, Wilts.

ington Langley 521.

For Sale:

Wolseley 1-5
4 door saloon.

M.O.T. just finishing but has been
stored 10 months. Goes very nicely
it's an early one a 1957 MKI.

Offers to the Editor.

Tri. Mayflower '52, Black new M.O.T.
41375 miles.
Original condition. £500.

Phone: Day - 01.697 4423 - Evening - 01.460 6434.

Roger Payne.

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