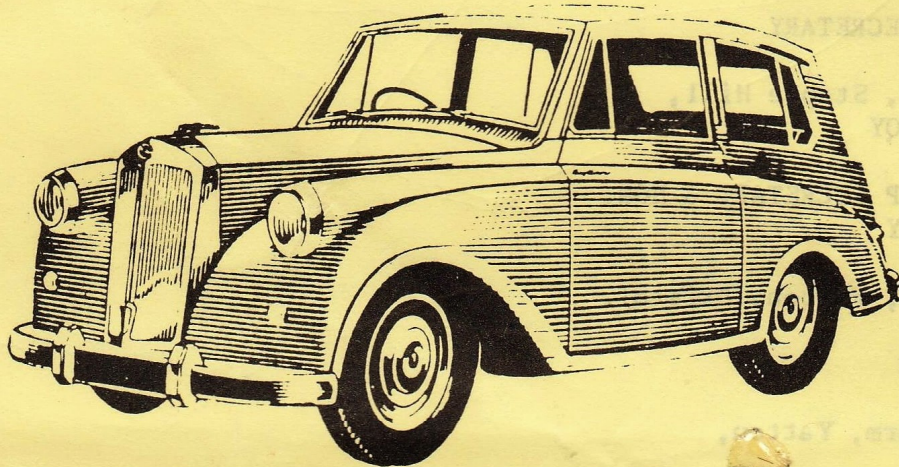


TRIUMPH MAYFLOWER CLUB



Flower

Power

1980

ISSUE No.23

WINTER

FLOWER POWER ISSUE No. 23
WINTER 1980
CLUB OFFICIALS

CHAIRMAN

Roy Russell,
"Pinnocks", New Road, Tadley,
Basingstoke, Hampshire.

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 & HON.
RALLY SECRETARY

Reg Varney,
32 Mackie Road, Filton, Bristol.

HON. TREASURER

Peter Burdge,
Weeping Ash Farm, Yatton,
Somerset.

HON. SPARES SECRETARIES

NEW SPARES - Terry Mills,
33 Woodside Road, Kingswood,
Bristol.

SECONDHAND SPARES - Frank Lane,
18 Grosvenor Terrace, Wantage,
Oxon.

ORDINARY MEMBER No. 1

Malcolm Bath,
1 Royston Avenue, Chingford,
London E4

HON. ARCHIVIST

Position Vacant

FLOWER POWER EDITOR

Gus Deegan,
36 Stephens Road, Tadley,
Basingstoke, Hampshire.

CHAIRMAN'S LETTER

Greetings! Once again Christmas is nearly on us and another year is nearly done. Once again we have weathered another year and seem set fair to tackle 1981.

So what of 1980? It seems usual at this time to review the year but somehow in many ways it has been such a non-event that little springs to mind. Still like all years it had its high spots, like Frank's Canal Trip and the fascinating visit to the Police Driving School. The National Rally was as slick as ever (Reg really has these off to a 'T') and there was my little Treasure Hunt. Unfortunately I had to miss STIR but know that some of us were there. I also gather that some of you have been showing the flag at various rallies up and down the country and doing quite well. Don't forget that it is news of such items as your visits to other events (and particularly your successes) that would liven up the pages of this magazine if only you would write to Ed. or Rally Sec.

I am pleased to report that the difficulties which faced us as mentioned in the last issue of FP just before the AGM have been resolved. Our old friend Terry Mills has taken on his old job again to become Spares Sec., so relieving Peter Burdge who has done it so well for the last few years. I doubt if he will have had time to produce anything for this issue but you will note his address in the list of Club Officers. Also new member Gus Deegan has stepped into the breach as Editor of this here mag. and this is his first issue. Give him all the support you can by feeding him with things to PRINT.

So where do we go from here? Well unless your Committee has a real brainstorm I imagine it will be the mixture more or less as before. As we have said many times before we would like to see more of you at rallies and meetings, and we would like to see some of you organising local gatherings but we know that thinly spread as we are the level of support for such things is not likely to improve. Nevertheless if anyone feels like having a go, the pages of FP and advice from any of us are yours for the asking.

For now, though, have a good Christmas and all the best in 1981.

Roy Bussell

TRIUMPH MAYFLOWER CLUB ANNUAL GENERAL MEETING. 1980

held at The Two Boats Inn, Long Itchington, 19th October

Attendance at the A.G.M. was 17 members.

(1) APOLOGIES

M. Bath. Miss G.J. McCallum. R. Bussell. E. Berry. D. Goodyear.
M. Hudd.

(2) MINUTES OF 1979 A.G.M.

Chairman gave a brief resume (FP No. 19) of the 1979 A.G.M. and members present agreed that it was a true record.

Proposed by R. Hagger and seconded by P. Burdge.

(3) MATTERS ARISING

Spares Loan

It was stated that in the postal ballot there had been a majority vote for the Loan and that all members were now required to pay £10 into the Spares Fund.

Cross Reference List

This has still not been completed.

(4) SECRETARYS REPORT

The Secretary began by thanking all members present for their attendance and further suggested that apart from the A.G.M. he would also like to see more of them at the National Rally, Treasure Hunts and other events. He also told of his joy on seeing the improving standard of the 'Flowers that it had been his pleasure to see at rallies and events in the past year, and also of his frustrations over the lateness of production of Magazines, whereby some events had passed before members knew about them. He hoped that this could be improved upon during 1981.

There were two further things that he asked, more of our members with their 'Flowers to support events put on for their pleasure by a hard working Committee; and to do their own personal thing to help to advertise the Club.

Secretary said that he was prepared to continue to serve them as their Secretary, if that was their wish.

Chairman thanked Secretary for his Report which was accepted.

(5) TREASURERS REPORT

Treasurer in his report drew attention to Balance Sheet that had been given to each member present. He pointed out that there was a surplus of £278.30 in the General Account and £313.35 in the Spares Account. He also drew attention to the ever increasing costs of the Magazine and Postage. Postage alone came to over £133, and Printing and Stationary to £493.00. Coming to the Spares Account he pointed out that Spares Stock held at present time was to the estimated value of £3,500.

Only 46 members had paid into the Spares Loan Fund to date.

The accounts presented to the Meetings were at the present unaudited but would be with the Auditor shortly.

On the subject of members that had not, as yet paid their £10.00 Spares Loan, R. Hagger suggested that defaulters should have a mark up of 10% on any Spares that they apply for. Peter said that this would be difficult to do, as duplicate booking would have to be done. Further Mr. Hagger proposed that a reminder notice to the defaulters be sent out with the 1981 Membership Reminders. This was agreed.

The Treasurers Report was accepted, proposed by Mr. Taylor, seconded by Mr. Hagger.

(6) RALLY SECRETARYS REPORT

He apologised for a smaller number of events being presented in the past

RALLY SECRETARYS REPORT continued:

year and expressed his disappointment at the support given by members for those events that did go ahead. One of those events that had to be called off was the Forest of Dean Run as only two members had been in touch with him.

The Cotswold Wildlife Park was the venue for our 6th Annual Rally and once again the number of entries was disappointing. Only 14 'Flowers' from a total U.K. membership of 138 plus one body shell on trailer. The Autotests was ably set out by Derek Goodyear and Rally Secretary recorded sincere thanks to Derek for a well thought out set of Tests. Reg said that he had received several favourable comments on the Autotests. The day had been fine until the latter part, when the heavens opened and everyone dashed to the shelter of the trees for the presentation of the awards, as follows:

MAYFLOWER CONCOURS AWARDS

- | | |
|----------------|-------|
| 1. MIKE HUDD | 59pts |
| 2. GRAHAM DEAN | 59pts |
| 3. JOHN COGAY | 57pts |

VISITORS CONCOURS AWARDS

- | | |
|--------------|---------------|
| 1. STAN WEBB | 1926 Standard |
| 2. B. LAW | 1933 Triumph |
| 3. LEN BARR | 1923 Standard |

Highly Commended Barry Frary 57 pts. also Distance Award

Reg also made reference to the standard of the 'Flowers', which seemed to be improving each year. The costs of the plaques for the rally was approx. £70 but thanks to Sponsors in the motoring trade, Frank's Autojumble Stall, Robin Russell's contribution from sale of spares and B/Ls gift of pair of fog lamps (auctioned) and Phil's Raffle, a profit of around £30 was made.

Reg also thanked those of the Club that assisted at the S.T.I.R. event but again expressed his disappointment at number of 'Flowers' that were on display, only six turned up, although it was a most wonderful day. He expressed thanks to Colin Eastwood for all the arrangements.

The date and venue for the 1981 National Rally (a joint event with the T.R.O.C.) is Knebworth House, Near Stevenage, Herts. on Sunday 19th July. Reg also added that a Dinner/Banquet will be held jointly with the T.R.O.C. on the evening prior to the National Rally.

Rally Secretarys Report was accepted, proposed by Barry Frary, seconded by P. Burdge. Discussions followed on Rally Secretarys Report mainly as to whether our events were advertised enough in the principal motoring magazines. Members were told that our events are advertised, but not in all the journals as some made very high charges. The Committee is to review this aspect.

(7) SPARES SECRETARY'S REPORT

Peter said that spares sales were down and that new spares purchases were fairly static. This was mostly due to the fact that he wished to be relieved of the Office of Spares Secretary and so he had allowed new purchases to remain at a low ebb. Peter also brought to the notice of members present samples of new rubbers for FRONT SCREEN, REAR WINDOW, SIDE WINDOWS and DOORS. He pointed out that at present there were none for quarter lights and boot. He pointed out that the first part of the

SPARES SECRETARY'S REPORT continued:

Cross Reference List he was providing would be dealing with the Hydraulic Braking System.

Peter also read a letter from Miss. G. McCallum on the prompt delivery of spares that she had ordered.

Frank Lane is to take care of secondhand spares, an arrangement for the renting of a garage for that purpose has now been completed.

Reg Varney proposed a Vote of Thanks to Peter for the way that he had handled the Spares Department during his tenure of Spares Secretary. This was seconded by R. Hagger and carried unanimously.

(8) MEMBERSHIP SECRETARY'S REPORT

Reg reported that 41 new members had joined the Club since our last A.G.M. but we are still losing members. Does the Club do enough for members?

In the discussion that followed, advertising was again mentioned and, for instance, Plastic Window Stickers that members could put in their modern cars. However regarding the loss of members, the conclusion was that some people use the Club as a basis of obtaining spares and on getting their 'Flowers roadworthy, selling it, and then leaving the Club. There was nothing that we as a Club could do about that.

(9) CHAIRMAN'S COMMENTS

Chairman merely thanked members for their attendance, singling out Jock Faragher who had travelled down from the SHETLAND ISLANDS, but felt there was little to add to previous reports. Chairman also echoed previous speakers' lament on the kind of support that was given to some of the entertaining events that had been put on for the members enjoyment during the past year, but that he and the Committee would still try to provide something for all.

(10) SUBSCRIPTIONS FOR 1981

Chairman said that the Committee did not recommend an interest on the current rate of £5.00. Mr. Hagger suggested that a rise of £1 or £2 should be considered, but meeting confirmed the Committee proposal.

(11) ELECTION OF COMMITTEE for Year 1980/81

There being no alternative nominations the following incumbents were re-elected:

CHAIRMAN - ROY BUSSELL. VICE-CHAIRMAN - FRANK LANE. GENERAL SECRETARY - P. HALL. TREASURER - PETER BURDGE. RALLY SECRETARY - REG VARNEY. ORDINARY MEMBER No. 1 - MALCOLM BATH. ORDINARY MEMBER No. 2 - DEREK GOODYEAR.

This left the appointment of SPARES SECRETARY AND MAGAZINE EDITOR which strictly speaking were Committee appointments. Although it was felt that someone would be forthcoming to take up the post of Spares Secretary the person concerned was not in attendance, therefore it was felt that the person concerned should be further appointed by the Committee. Mr. Gus Deegan, a recent new member offered to take on the position of Magazine

ELECTION OF COMMITTEE continued:

Editor and his offer was gratefully accepted.

Mr. Geoff Scott was re-appointed Auditor, with sincere thanks for his past efforts. Mr. Hagger said that if someone within the Club could not be found to deal with Spares he knew a Dealer in old car parts who would possibly buy the lot in bulk and then sell to people as they required them. It was pointed out, that if things came to the point that the Committee recommending that Spares be dealt with outside the Club, an Extraordinary General Meeting would have to be called.

(12) A. O. B.

- a) Chairman first said that an Item that he wished to brought before the meeting was the question of how we could say "THANK YOU" to MISS WHEELER, who had given her 'Flower to be sold on behalf of the Club. The Committee proposed that a Challenge Trophy or something like that should be purchased and called "The Miss Wheeler Trophy". The concept was agreed in principle and it was further suggested that it might be appropriate to award it annually for the longest distance travelled to the Annul Rally.
- b) Chairman reported that Miss M. Lovell had intimated that she would be able to reproduce parts of Workshop Manuals etc. This is to be looked into by the Committee.

There was no other business.

BOB TRAIN

It is with sincere regret that we have to report the death of Bob Train of BL and Club Triumph, our guide and mentor for a number of years. Members will recall his running commentaries over the P.A. System and his constant encouragement at our National Rallies and the way he was always ready with help or advice. We shall miss him.

SPARES SPARES SPARES SPARES SPARES SPARES SPARES SPARES SPARES SPARES

In future spares should be ordered from the following Club officers. Full transfer of functions from past Spares Secretary Peter Burdge have not, at the time of writing, been completed and there is bound to be some delays and hiccups while the new arrangements settle down, for which we apologise in advance (please bear with us).

NEW SPARES

Terry Mills, 33 Woodside Road, Kingswood, BRISTOL.

SECONDHAND SPARES

Frank Lane, 18 Grosvenor Terrace, Wantage, OXON.

When making enquiries please enclose an SAE. In due course when they are bedded in we will publish their telephone numbers if they agree.

The Club has not done much in the way of secondhand spares before and it remains to be seen how successful this is and how Frank intends to handle it. Nevertheless I have no doubt that he will be pleased to hear of any available cheaply (or as a donation). Any member who has surplus bits and pieces, or knows of a source, should write to him.

Recruitment of New Members

Most members who leave the Club never tell us why. We can only assume that they have either obtained all the spares they need for the time being and/or have sold their Mayflower. All we know is that they fail to renew their membership and quite often, in fact more often than not, no new member appears with the same car. It was suggested at the AGM that more than likely members selling their cars DO NOT give the new owner the name and address of Hon. Sec. or even tell the new owner that the Club exists. This seems hard to believe that a new owner would not wish to join the Club or at least find out some details from Hon. Sec. so to members selling their cars please PLEASE pass on appropriate information about the Club to the new owner so that he can make contact. Perhaps you could even let us know his (or her) name so that we can do a little canvassing and also as far as possible keep the register of known 'Flowers up to date. In this respect don't forget to let Reg know if you break a 'Flower or see one in, for instance, a breakers yard. He likes to know essentially the Registration Number and the Commission Number.

Similarly, if we get around to it you may eventually receive with Flower-Power a small notice advertising the Club which we ask that you display in your car window (not only in your Mayflower if you have one). We may also provide some wee notes to leave in any Mayflower which you happen to see sans owner (or failing this you could always leave a note on the back of an envelope!). However you go about it, the message is "Thump the tub for the Mayflower Club".

The Wheeler Trophy

Members will see in the note of the AGM that the Committee suggested that a Challenge Trophy be purchased to mark the donation by Miss Catherine Wheeler of a complete and operational 'Flower to the Club. This was endorsed by AGM and suggestions were sought as to what the award could be for. Mr. Hagger offered the idea of a perpetual trophy for the winner each year of the distance award at the National Rally. However, Miss Wheeler herself says that she would like to see something for the ladies! This seems to me an excellent notion but so far my mind is blank as to a suitable basis for competition. I doubt if we could muster enough lady owners who attend the Rally to make it an award for, for instance, Best Ladies 'Flower, but on the other hand there is no shortage of ladies at the Rally even if they are there as crew, rather than owner. So can I have your ideas please, ladies, as to what to hold for a year (with some small item to keep). How about a ladies section of the driving test? Or some special driving event (for instance one test I saw once was to drive along a straight course, round a peg and back again blindfolded!! but you did have someone in the car to stop you when it got dangerous). Ideas to me (or any other Club Official) by 17th January 1981, please, for consideration at the next Committee meeting.

Roy Bussell

Christmas Message to members from General Secretary

Another year has come and gone and for many of us it has been one of pleasure, the pleasure in the shape of You, the members, that I have had the real joy of meeting, but where have all the rest of you been? I did not meet you at the National Rally or the Standard/Triumph International Rally or at any of the Social Events put on by the Committee. For your benefit I am going to stand you all in a corner until you promise that in 1981 you will all do better. Make 1981 a RED LETTER year, get the 'Flower up together and then get up and go. Come and meet us, see what makes us tick, and most of all meet the other members and look, enjoy and talk MAYFLOWERS.

For those of you that want an early start to the Rallying Season, put this in your Diary:

EASTER SUNDAY 1981 - WESTON-SUPER-MARE, AVON

Write to me for Entry Forms

And this date also for our NATIONAL RALLY:

SUNDAY 19th JULY at KNEBORTH HOUSE, Nr. STEVENAGE, HERTS.

Now to you all I wish members and Committee a Happy and Fruitful 1981.

PHIL

The Triumph Vitesse

You will recall from previous issues of Flower-Power that I was lucky enough back in the summer (summer??) to pick up a '66 Vitesse saloon at a give-away price (it was that or it was going to the tip). I now have it on the road and you may be interested in a brief report. I know it isn't a 'Flower but it is a Triumph and a bit of a classic in a minor way.

The particular model started life with a 1.7 litre engine but the previous owner put in a 2 litre version (age unknown). Outside the car was very tatty with rusty patches all over it, door bottoms gone, front bumpers and part of the valance gone, rear side valances and bumpers gone. Underneath it all looked reasonably sound except for some nasty rusting to the main frame on one side just under the $\frac{1}{2}$ axle. Inside the front carpets were so many rags but the upholstery was hardly marked. The wooden facia was perfect and the wood trim to the door and rear windows was sound although the varnish was cracked. The brake system was devoid of fluid but the front pads and rear shoes all had nearly new linings on them. Oh, it also had an overdrive unit fitted.

My first objective was to get the thing sufficiently operational to decide whether it was worth going further and trying for an MOT without having to spend a lot of money or time. Well it took about an hour to get the engine running sweet as a nut and the brakes, when filled with fluid and bled, seemed perfectly alright. No amount of pressure on the pedal would burst anything or make them leak in the slightest (I still wonder where all the fluid had gone). As far as one could tell driving about the yard it WORKED, sufficiently well to press on.

So the next job was to look at it like an MOT tester. The lights were a bit haphazard but a good earth wire between bonnet and frame took care of most of that and a bit of tinkering with one badly corroded side light took care of the rest. Although there was a tiny bit of play in the rack and pinion the steering and front suspension seemed OK after adjusting the front wheel bearings. At the other end the rear suspension all seemed satisfactory. Seat belts, wipers and after a bit of surgery the washer all passed muster. That left only the rusty bit of the main frame and this cost me a couple of very uncomfortable days on my back being showered with sparks and dollops of molten metal but at last it was done. My arc welding is not beautiful but it is effective!

At this stage I was so confident and had the bit between my teeth and as I had a bit of leave coming up I decided to do some cosmetics before submitting the car to MOT. This, to be brief, took the form of rust-proofing the rusty patches with KURUST and BONDAPRIMER, filling here and there with ISOPON or similar and making good (?) the door bottoms with pop-riveted tinplate and more filler. The missing valances were made good with somewhat similar shaped off-cuts of TR 4 fibreglass wings. I then sprayed the whole thing but conditions were not quite right and although it is at least the same colour all over I achieved a magnificent matt finish. (One day I might find the time to have a go with T-Cut or smoothing but for now, matt it stays!)

The interior needed little more than a good vacuuming throughout after discarding the front carpets, and an attack on the upholstery with cleaner. I had some floor carpets which were not too bad and which look reasonable enough with carpet samples (ready bound on the edges) glued on in the footwells. I acquired a suitable gearbox tunnel carpet from a breaker. Even though I have yet to scrape and revarnish the timber window sills the inside looks neat and tidy, and has proved to be cosy and comfortable.

So at last I took it on the road for the first time, en-route to its MOT test. Disaster! The bloke thought the brakes too spongy and I had missed a bit of welding (a bit you could not see without the benefit of a lift). He also reckoned the horn didn't work but it did on the way there and on the way home Murph's Law in operation? Anyway sadly home where the pumping of much fluid through the brake hydraulics seemed to improve them and another session of welding took care of the missed seam. I disconnected one horn so that the other received the full belt and back we went, this time to leave clasping the all important piece of buff paper in my sticky hot hand and thinking what a grand fellow that tester really was.

Now it has been in daily use for some 6 weeks and has covered several thousand miles, including one trip Tadley-Edinburgh-Barnard-Castle-Windermere-Tadley (983 miles) how does it go? In a nutshell, pretty well. The engine is magnificent having given no trouble. It starts easily, is dead smooth and the revs just climb forever. It turns in about 33 mpg on a run and about 28 on small trips. It uses no oil and the water never needs topping up. It cruises very easily at 60-70, particularly in overdrive, and slides very easily up to 85 or so when a transmission vibration (the source of which I have not yet had time to trace) makes higher speeds impractical. I am sure that if I can cure the vibration she could do well over 90 effortlessly. She steers accurately and straight 'hands off' certainly up to 70mph and handles like a thoroughbred right through the range. The brakes are more than adequate for the performance. (Although they squeal something wicked at the moment). The lights are magnificent. All in all a very fine small car with the heart of a lion I'm absolutely sold on it!

'FLOWERS FOR SALE

1952 Model. ENGINE. Good. BODY. Maroon. Partially prepared for respray. Most defects have been attended to. Metal Floor Plate Renewed. Side Box sections renewed and rustproofed. Boot completely renovated. Body needs finishing and painting. New Head Lamps and Lampshells available - not fitted. Radiator renewed.

Wheels. Checked by Garage - Tyres usable but will soon need replacing. 4 Spare Wheels available.

Engine. New valves. New Valve Springs and New Piston Rings, complete Spare Engine and Gearbox, plus Rear Axle and Differential.

Brakes. Complete new Brakes and Master Cylinder fitted. Many spares available.

Interior. In fair condition - some attention needed.

Many other Spares available. Speedometers, Front Screen, Rear Lights, Rad. Shell, Carb. Coil etc.

LOG BOOK. SPARE PARTS CATALOGUE AND WORKSHOP MANUAL.

Com. No. TT 9789 DL Engine No. TT 9832 E.

£500.00 o.n.o. EDWARD SOLOMON, 4 BATES HOUSE, STEVENAGE, HERTS SG1 3TH

1953 Model. 'Flower in need of restoration although in generally fair condition.

Any reasonable offer accepted.

D.G. THOMPSON, 8 LOCKWOOD CRESCENT, WOODINGDEAN, BRIGHTON BN2 6UG

1953 Model. Reg. No. HDP 458

Has had 3 owners. Mileage 49,050 miles. COLOUR. Grey and in original condition. Original Registration Book, also a duplicate and full service history and handbook. It has at the present no MOT or RFL. Tyres in good condition and new battery. 'Flower can be viewed by appointment at the following address:

J.A. PARTLO, 80 CROCKHAMWELL ROAD, WOODLEY, READING, BERKSHIRE RG5 3LA
Asking price around £1,200.

1952 Model. Black. 2nd owner who has had it for the last 15 years. It was resprayed, Ziebarted and Chromed and then stored for the last 5 years. It is shortly to be MOT'd. Spares include 2 engines, 3 gearboxes, bonnet, grill and windows plus lots of chrome goodies. Offers £1000.

ALSO

'FLOWERS FOR SALE - cont.

1953 Renown. Partially rebuilt i.e. Garage welded, new larch frames, rust proofed. All chrome replated. All bits to complete. Offers £500.

CHRIS WINTERS, 84 SPENCER AVENUE, EARLSDON, COVENTRY (0203) 70487

ED'S PIECE

Firstly let me apologise for your F.P. lacking in the goodies you all wait for, because of the recent changes of Ed. none of you have known where to send your useful articles. Read the bottom of the page and send me everything that's been cluttering up your writing desk! It should be lots!

Please write and tell me of any ideas for making your F.P. more enjoyable. I would like to start with a "Hints and Tips" page and also a "Wanted" column. I am sure there are some of you who require a 'bit' for your 'Flower which somebody else has gathering dust.

PLEASE NOTE - The deadline for your Spring Issue of F.P. is February 14th.

So get writing.

Happy New Year

Gus.

Flower Power Editor,
Gus Deegan,
36 Stephens Road,
Tadley,
Nr. Basingstoke,
Hampshire.