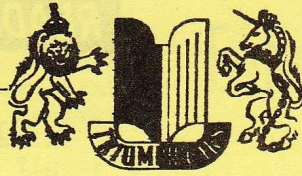
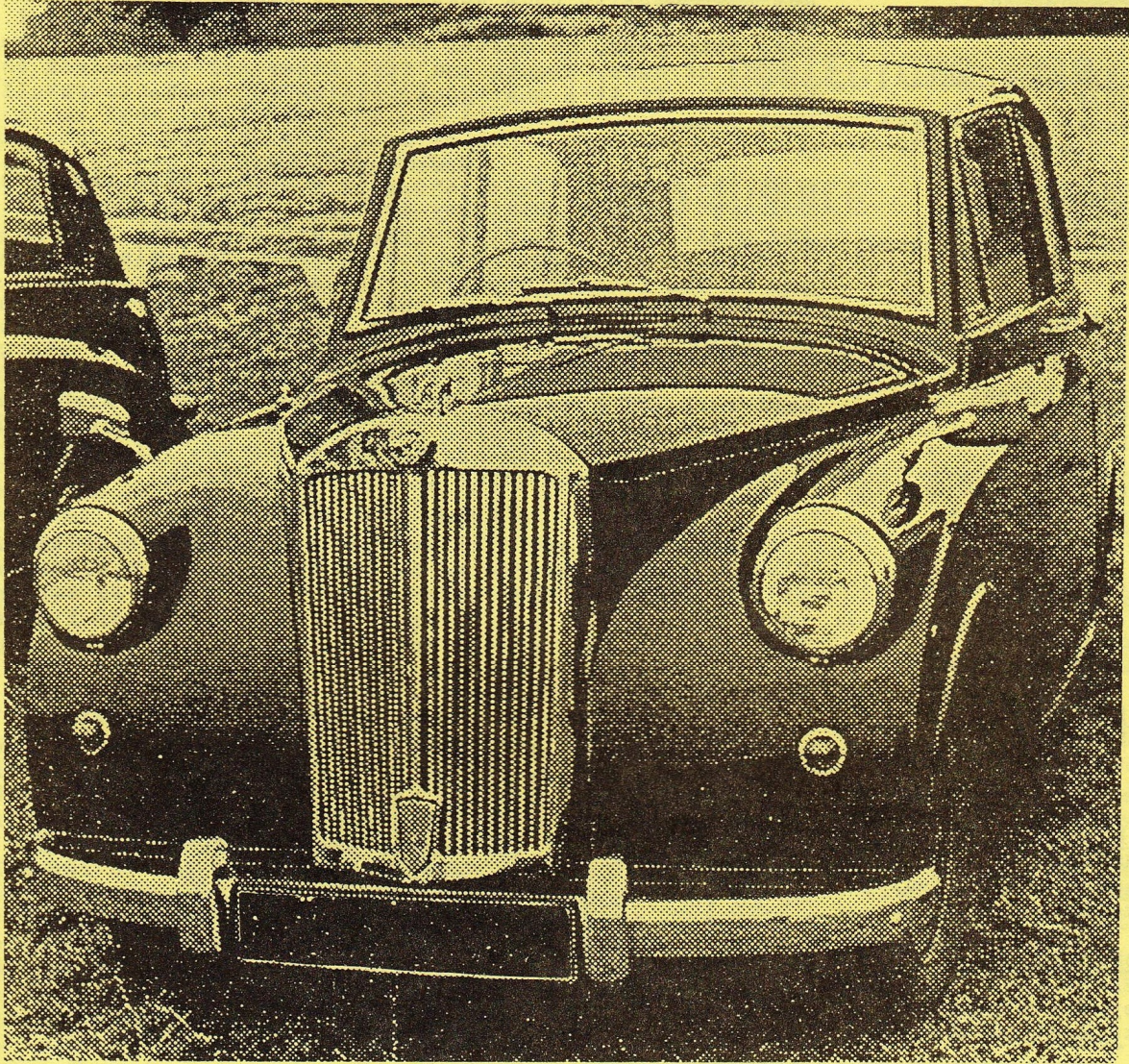


p4 Maintenance article from Car Mechanics, Feb 1960. Have to mag.



Flower Power



TRIUMPH MAYFLOWER CLUB

SPRING 1982 ISSUE No. 28

INSIDE
**MAINTAINING A
MAYFLOWER**

**THE LIVELIEST
READERS WRITE TO**

CLUB OFFICIALS

ED'S PIECE.

CHAIRMAN

PHIL HALL
75, Morley Rd, Staple Hill,
Bristol, Avon, BS164QY.

Well here I am again almost back on schedule, I hope the short-ness of time between editions has made up a little for the late-ness of the last issue.

VICE-CHAIRMAN

ALAN FENTON
18, Charthouse Rd,
Ash Vale, Aldershot, Hants.

Because of the short deadline for material for the last F.P. I recieved no letters from you, (You are still out there, are'nt you ?). But I hope you will start writing to me again now. Please let me know of your problems, and sucesces, with your Flowers. I now have a parts book which I will gladly reproduce and blow-up pages for any rebuilding problems. Also if you attend any rall-ies this year, no matter how small, please write to me with de-tails of cars, events and facilities and wether you enjoyed youself. If it's that good, who knows, maybe we'll all come next year.

HON GEN & MEM SECRETARY

GUS DEEGAN
36, Stephens Rd, Tadley,
B/stoke, Hants, RG266RY.

Thanks Derek.

HON TREASURER

TERRY MILLS
33, Woodside Rd, Kingswood,
Bristol, Avon.

On the subject of rallies, I'm afraid I have bad news. We have lost yet another committee member. Derek Goodyear has resigned the position of Rally Sec., as he has "lost all interest". Personally I'm surprised, not at Derek resigning, but that, as one of the founder members, he has lasted this long. For over eight years he has served the Club well in various jobs, despite the sometimes abyssmal lack of membership support. But now even his personal satisfaction has gone. On behalf of the Club and fellow committee members I would like to thank Derek for his hard work and devotion, without which the Club might never have been born, and personally, Thanks Derek for supporting me. You will still be able to see Derek, as he has volunteered to continue doing his thing at the Annual Rally.

HON RALLY SECRETARY

Vacant.

Practicle Article.

HON SPARES SECRETARY

REG VARNEY
32, Mackie Rd, Filton,
Bristol, Avon.

In this issue you will see an article about maintaining your Flower, kindly sent to me by Tom Robinson of T.R.O.C. who found it in a 1960 car mag. Unfortunately the pictures were not re-printable, but I have retyped the text verbatim. I personally feel that it does not go into sufficient detail but I hope that it will be of some help to some of you out there. Many thanks Tom.

HON S/HAND SPARES SEC

Vacant.

Oil filter?

HON ARCHIVIST

ALAN FENTON
18, Charthouse Rd,
Ash Vale, Aldershot, Hants

Could someone let me know if it is possible to get hold of an external oil filter for my Flower and how to fit it. After re-building the engine I'm a bit loath to leave the protection to a piece of 1/4in guaze. Despite (or, in my view, because of) the low mileage of my car, the engine had been factory rebuilt in 1959, with 0.020in oversize bearings. When I came to reshell it I had to go to 0.050in oversize to take out the ovality. That's a lot of wear in less than 20,000 miles. If I succeed in getting and fitting a filter I will do an article on it. Here's hoping!

ORDINARY MEMBER No 1

MALCOLM BATH
226, Church Rd, Chingford,
London, E. 4.

Please note that the deadline for the Summer issue of F.P. is MAY 16th.

Safe driving. Ed.

ORDINARY MEMBER No 2

ROY BUSSELL
"Pinnocks", New Rd, Tadley,
B/stoke, Hants.

FLOWER POWER EDITOR

GUS DEEGAN
36, Stephens Rd, Tadley,
B/stoke, Hants, RG266RY.

★★★★

★★★★

WELCOME TO NEW MEMBERS

GUESS THE VEHICLE?

372-
373-
374-
375-
376-
377-
378-

Advertised as:- "A new 6 cwt. Sized and priced just right for low cost handling of light to medium loads. Combines amazing sturdiness and rigidity with high cruising speed, amazingly low cost of operation and remarkable ease of handling. A big 4'6" tray (6'8" with tailboard dropped). Extra space in deep wells behind front seat for special parcels. All steel body, hardwood floor, hydraulic brakes, twin electric screen wipers, sun-visors, etc. £779 plus tax." Any ideas? Answer later in issue.

★★★★

★★★★

CHAIRMAN'S JOTTINGS.

I think I should start by saying to you all that we are hopeful that Gus, our stalwart Magazine Editor, has now fully recovered from his recent illness and that He will gradually gain all the Strength and Vigour that he needs to carry out the various tasks that he so manfully does for the Club, (That means, for all of us.) We should feel indebted to such people as Gus, who put in so many unpaid hours on Club business on our behalf and often feel that their efforts are not appreciated, so on your behalf I will say "Thank you Gus."

Subscriptions

Now I will come to the part where I remind all Members that SUBSCRIPTIONS are due once again, as from 1st APRIL 1982, so it will be helpful if you can send them to Gus as soon as possible. You may have noted that Subs. are now £6.00 for U.K. Members and £7.00 for overseas Members. (The extra £1.00 is to compensate for the extra postage costs that sending Magazines and Receipts, Etc. falls upon our meagre finances.

Annual National Rally

Now to come to the more formal Items like support for our Annual National Rally, which you will have read happens on SUNDAY 18th JULY at RAGLEY HALL, ALCESTER, WARICKS. There is no entry Fee, so why not come along and join in the fun, show off your 'Flower' and meet other 'Flower' owners. It will be a Super Day for all of us and there can be no better place to be on our National Day, than being with other 'Flowers' and Friends. So PLEASE PLEASE do come along.

Volunteers?

We have as you will have read, recently lost our Vice/Chairman and S/Hand Spares Sec. Frank Lane, through Death, so we are asking for someone to fill the breach as far as S/Hand Spares are concerned. Surely there is someone out there that can help, if you can or have some other concrete suggestion that will be of help to us and fellow Members, do please write to me, the Chairman Phil Hall, 75, Morley Road, Staple Hill, Bristol, BS164QY

Good Luck

Now all that remains for me to do is to wish all our Members good luck on all those restoration jobs and to those of us that have our 'Flowers' already in pristine condition, a Happy time in taking them to Shows and Rallies and hopefully coming away with some bits of Silver for the Sideboard.

Best Wishes.

PHIL.

CHAIRMAN.

★★★★

TRIUMPH 1800 ESTATE

1928, complete but needs rebuild. Believed to be unique. Some new parts. £150.
Tel. M. Bath. 01-529-1495.

FIFTH ANNUAL

Enfield Pageant of Motoring

AND COLLECTORS BAZAAR

MAY 29th/30th/31st, 1982 11 am.—6 p.m.

GREAT CAMBRIDGE ROAD, ENFIELD, MIDDLESEX

**COLLECTORS FAIR**

MODELS, ANTIQUES, ETC

AUTO JUMBLE

PARTS, BOOKS, ETC

TRADE STALLS

VARIOUS

OVER 1000 STALL BOOKINGS EXPECTED



THE BIG EVENT THAT STARTS THE SEASON

All proceeds to Enfield District Veteran Vehicle Trust
Museum Fund

FOR SALE

FLOWERS FOR SALE

1952 Blue, No Tax or MOT, previous owner re-bored the engine and fitted new pistons but the crank needs a regrind. Recently decoked and new head gasket fitted as well as new trunnions & seals, also a front suspension kit. The body and interior need slight attention. There are a number of spares and an engine block. £250 ono. Contact D.Kirby on Eastleigh 616246 after 6pm.

1952 Blue, 70,000 miles, red leather, excellent condition, no rust, good chrome, stored for the last three years. Lots of spares:- engine, gearbox, brakes, radiators etc, including four new tyres on wheels. £800 ono. M. Goodwin on Buxton (Derbyshire) 0298 2181.

PARTS

Rolling chassis minus body i.e. wheels & four good tyres, suspension, axle, propshaft, steering gear & wheel. Complete engine, gear-box, bellhousing, radiator, (2 spare petrol pumps, 1 carb, 1 starter motor, 1 coil, 1 distributor.) Headlights & trim, interior light, various lenses, speedo, temp/water/fuel gauge, dash & switches, wiper water bottle, starting handle, front bumper & all mounts, speedo cable, heater & controls, fan, front seats. Also twin solex on one piece inlet exhaust manifold.(Origin uncertain.)
Contact P. Howard 140, Beechtrees, Digmaor, Skelmersdale, Lancashire, WN89HA.

Rallyscene



MAY 1st/2nd/3rd

The Rushden Historical Transport Society present their Fourth Transport Cavalcade on Sat, 1st May to Mon 3rd May, at Wymington near Rushden. This event will cover all aspects of transport from Barn Engines to Buses Autojumble and various Trade and Society Stalls, and also various arena events. For entry forms send to me, Gus Deegan.

MAY 3rd

The Sutton Lions are holding an Annual Transport Spectacular and Fair on Mayday Bank Holiday Monday at Cheam Park, adjacent to the A232 in Cheam village in Surrey, from 11 am to 6 pm. Entrance is free and a commemorative brass plaque will be issued to all Vehicles attending. There will also be a fete with sideshows, arena events and pony rides, refreshments etc. All the proceeds will go to local Charities. Contact Roy Gillett, 3, Acre Lane, Carshalton, Surrey., for further info. and entry forms.

MAY 9th

A joint gathering of Razor Edge Club, Roadster Club, Standard Motor Club and Mayflower Club at the Tramway Museum Society Site in Critch, Derbyshire from 11 am onwards. Anyone who wishes to come, please contact Malcolm Bath for more details or just turn up on the day.

MAY 29th/30th/31st

Enfield Pageant of Motoring and collectors bazaar from 11 am to 6 pm daily on the Great Cambridge Road, Enfield, Middlesex. Over 1,200 exhibits and 1,000 stalls are expected. I have one entry form for the rally so anyone interested contact me, Gus Deegan.

MAY 31st

Practical Classics Bromley Pageant of Motoring at Norman Park, Bromley, Kent. Again we are too late to enter a team for the Club but there is an individual concours and anyone interested should contact M.G. Dunster, 5, Rectory Road, Beckenham, Kent., before the 1st of April. (Hope you get this in this copy in time.) For those who do not want to take part in the concours are welcome to enter the one-make parking areas. There will be an admittance charge for these areas of £1 per car and driver, plus 50p per additional adult (children 14 and under free), but all drivers will receive a free commemorative plaque and free programme. All entrants to those one-make areas will be able to enter for either

the 'Practical Classics Best Home Restoration or the 'Practical Classics Bravest Restoration' project, on the day. Although this year's prize list is enormous (with 15 annual and over 25 class trophies and prizes) they are aiming at making this show a friendly, relaxed event for everyone to enjoy.

JUNE 24th to 27th

East Anglia now has a major new motor exhibition, Autofair '82, to be held at Bourne Park, Ipswich. Considerable effort is being made to attract large numbers of the motoring public and accordingly features covering every aspect of motoring are being actively sought. Anyone who can get a group together to represent the Club is offered the space on a free of charge basis and should contact Holliman Exhibitions, 15, Whiting Str Bury St Edmunds, Suffolk. Tel:(0284)2387.

JULY 4th

An Auto Sunday is to be held by the Rotary Club at Easthampstead Park, which is about a mile from Bracknell in Berkshire. In addition to the 'Concours' and autojumble they have engaged an aerobatic display by a Pitts Special and are hoping for many other family attractions, such as; a marching band, model aircraft display, fairground organs etc. Plans are also well in hand for a parade and short run into the countryside for the car entrants. They are willing to find sponsors for one-make concours but require a minimum entry of 12 cars which I think is a bit beyond us as a Club. Last year they attracted over 150 cars and 70 autojumble stalls, and raised £3,000 for local charities.

JULY 17th/18th

Unfortunately the Standard Motor Club is holding it's National Rally the same weekend as ours, at Coombe Abbey Countryside Park, near Coventry. Further information in the next issue if I get any.

JULY 18th

Our own National Rally to be held jointly with T.R.O.C. again at Ragley Hall, near Alcester, Warwickshire., with dinner held on previous evening. More details to follow in next issue.

SEPT 12th

The spotlight returns to the UK for the 1982 Rally, STIR VII, which is being jointly staged by the following Clubs and Registers :

- The Standard Register
- The Pre-1940 Triumph Owners Club
- The Triumph Roadster Club
- The TR Register
- The Triumph Mayflower Club
- The Triumph Razoredge Owners Club
- The Triumph Sports Six Club
- Club Triumph

The Rally will be held at the scene of the 1978 STIR at Rousham Park, near Steeple Aston about ten miles north of Oxford. Principal award at the Rally will be the coveted STIR Trophy, currently held by Jim Farley (TR3A) from Columbus, Ohio, for the best car on show and this will be returned to the UK for presentation at Rousham. There will be a full range of prizes for a variety of events and distance awards for those motoring from afar in the right vehicles. Bar and catering facilities are expected. Those wishing to take part are invited to write, enclosing an SAE, to Colin Eastwood, STIR Co-ordinator, 41 Hillside, Lichfield, Staffs., for full details

and entry forms. The entry fee of £3 will be inclusive of entry to Rousham Park and Gardens for your car and all occupants, all competitions and souvenir plaque.

NOV 6th/7th

The Club will again be having a combined stand with T.R.O.C. at the Classic Car Show Brighton. We hope to have two Mayflowers and an 'under restoration' or 'as found' exhibit this year. Would anyone who has a good condition 'Flower' or a car under restoration or a complete wreck and would be prepared to support us by bringing it along, please contact Malcolm Bath in the near future.

★★★★

MAINTAINING A MAYFLOWER

In the three years between 1950 and 1953, the Triumph Mayflower made more friends than perhaps any other small luxury saloon in the same period of time.

One of its most endearing characteristics is its trouble-free performance. But, much after 40,000 miles, the car will need a certain amount of attention. The points raised in this article should bring any Mayflower back to 'as-new' condition.

TOP OVERHAUL

Top overhaul is, in common with most side-valve engines, fairly straightforward although slightly complicated by the high wing valves which necessitate all but the tallest person standing on a box to reach the unit.

Dismantling entails draining the cooling system, disconnecting the battery and then removing the air cleaner which is best achieved with the brackets still attached to the cleaner. The carburettor controls are disconnected, the petrol pipe uncoupled from the carburettor, the exhaust pipe detached from the manifold and the ventilation pipe fitted between the manifold and the tappet cover plate removed.

It is then possible to remove the two bolts and the two nuts holding the manifold to the engine after which the manifold can be lifted away complete with the carburettor and the manifold drain pipe. The only precaution necessary is not to tip the manifold downwards at the front as it is possible for the little restrictor valve to drop out and be lost. The valve is fitted in the drilling for the ventilation pipe and without it the engine will not idle.

It is worth checking that carbon has not formed between the stainless steel trembler pin and the washer which forms the valve as this is prone to blockage which can cause excessive crankcase pressure; this in turn will account for oil leakage, especially from the rear main bearing.

A sure symptom of no ventilation will be the formation of rust inside the oil filler cap and in the inlet ventilation pipe fitted between the filler and the air cleaner. If it is ever necessary to clear the hole in the valve always use a No.60 drill (0.040in.dia.) as this controlled air leakage is compensated for in the carburettor settings.

The cylinder head is removed after displacing the top water hose, the petrol pipe clip fitted on the forward thermostat stud and the cylinder head nuts. (HA!) Some difficulty is frequently encountered in removing the expansion bulb of the thermometer from the rear face of the head due to corrosion and in no circumstances should any effort be made to

pull the capillary tube unduly as it is very fragile. If the application of a penetrating oil does not free the corrosion, try removing

the square-headed plug at the rear top face of the head (or the heater hose adapter, if fitted), when it is often possible to gently prise the end of the expansion bulb with a pencil until it is free.

If the bulb is absolutely immovable, remove the cylinder head with the capillary tube attached as there is sufficient slack in the tube to enable the head to be rested on the offside wing. Here the head can be decarbonised but be sure to protect the wing with an old coat if you value the paintwork. The distributor is best removed by taking the two nuts securing the pedestal bracket away after which the distributor can be lifted off as an assembly. The adapter fitted between the drive shaft and the distributor can easily be lifted out of position.

Removal of the tappet cover plate, reveals the tappet blocks and the distributor/oil pump drive shaft. It is best to remove the tappet blocks but before this can be done it will be necessary to displace the drive shaft abutment bracket which is secured by two small bolts to the plate fitted between the two centre tappet block bolts. Care must be taken here to prevent any shims fitted behind the abutment bracket from falling into the engine. It should also be noted that the two centre tappet block bolts are longer than the outer ones.

The cotters used are peculiar to the manufacturers and consist of a circular plate with a central hole through which the valve stem passes. There is an adjoining larger hole which breaks into the central hole and the method of removal is to compress the valve until the coter is in line with a portion of the valve stem which is of reduced diameter. The coter is then pushed side-ways so that the valve stem slips into the eccentric hole after which the valve spring is decompressed.

During decarbonising if the faces of the tappet adjustment screws are badly indented, they should be replaced or alternatively the unworn perimeter can be removed with a grindstone or with emery cloth. Remember, worn tappet screws make tappet adjustment impossible. Don't scrape the piston crowns clean or oil consumption will rise.

Be sure not to overtighten the tappet locking nuts as it is fatally easy to crack the cast iron tappets. Before refitting the manifold, check that the drain pipe is not obstructed as this can cause difficult starting when the engine is hot. The drilling in the manifold often becomes choked with hard carbon and can be cleared with a No.60 drill.

PISTON REMOVAL

Fitting pistons, oil control rings or big end bearings is possible without disturbing the cylinder head, the dismantling procedure being as follows.

Drain the oil in the engine and remove the sump after which the floating uptake for the oil pump can be displaced by removing the cotter pin. With the sparking plugs removed, the big-end cap on the connecting rod can be displaced after taking off the two split pin-ned nuts. To remove the piston the big-end is raised slightly out of engagement with the crankshaft journal and then moved towards the offside of the engine. The crankshaft is then turned through 90° so that the journal points towards the nearside. It is then possible to lower the connecting rod until the piston is clear of the bore when it should be moved to the offside of the engine. If the crankshaft is then slowly rotated to bring the journal to t.d.c. it will be possible to lower the piston through the constantly varying space between the crankshaft and the cylinder block.

OFFSET BIG-ENDS

Note that the big-ends are offset to the connecting rods. The correct position when refitting is for the wide offset on each pair of rods to face each other. Nos. 1 and 3 face rearwards while Nos. 2 and 4 face forwards. No. 1 cylinder is nearest to the radiator. Pistons must be fitted so that the split skirts face towards the nearside of the engine.

The oil pump floating uptake should be thoroughly washed in petrol prior to refitment as it is possible for the coarse mesh gauze to become choked and in severe cases this can cause a reduction in oil pressure. When refitting the cotter pin to the oil pump, be sure to see that the uptake is not prevented from moving through its full range of movement due to the legs of the cotter pin fouling.

Such trouble can result in a loss of oil pressure except when the oil level is full and even then there can be a momentary loss of pressure when cornering.

The only adjustment required to the clutch is made by lengthening or shortening the bottom operating rod of the linkage so that there is lin. lost motion on the clutch pedal. One can easily be misled by the pedal not being fully returned to its full rearward position on this model as there is a tendency for the return spring to be rendered ineffective because of the clamp which secures the front of the spring moving rearwards on the top operating rod of the linkage. A simple way of overcoming this is to unhook the spring, slacken the clamp and retighten after repositioning with a small split pin or a small piece of tin interposed between the clamp and the rod. This is really worth the effort as unnecessary wear occurs when there is no lost motion and even the weight of the pedal can accelerate wear on the carbon release bearing. After many thousands of miles it is not unknown for the top operating rod to fracture and to obviate this the makers have modified the set up by using a double link and clevis pins instead of a rod. This is certainly worth fitting if trouble of this type is experienced or as a precautionary measure in the event of the clutch action having become unduly heavy in action.

When it is necessary to overhaul the clutch the gearbox must be removed from underneath the car as there are no detachable floorboards to facilitate its removal from inside. This is achieved in the following way, leaving the engine in position.

GEARBOX REMOVAL

Disconnect the battery, drain the radiator, remove the top water hose and disconnect all attachments to the engine which will restrict its movement. The car must then be jacked up as high as possible and the body securely supported on stands - better still if a pit or ramp can be used. It is then necessary to remove the propeller shaft, disconnect the speedo cable, the clutch linkage and the gear change cross-shafts.

The supports for the exhaust system should also be freed to prevent any strain from being imposed. Using a block of wood to protect the sump from damage, use a jack to support the engine while the two bolts securing the gearbox bearer bracket to the body are removed - the right-hand bolt also secures the pivot bracket for the clutch linkage. The jack is then lowered until the engine wedges itself in its compartment when the bell housing and starter bolts can be removed and the gearbox withdrawn. The clutch is a conventional 7in. Borg and Beck unit. When replacing the pressure plate, centre plate and the carbon thrust, do not forget to renew the cross-shaft or bushes in the gearbox if worn. Sometimes the groove in the cross-shaft or the locating bolt can be worn to such a degree that the carbon thrust is no longer centralised in relation to the constant pinion shaft and this can cause the carbon to contact the shaft in clutch disengagement. This in turn can affect the synchromesh action of the gearbox due to the shaft being 'braked'.

It always pays to renew the front gearbox oil seal whenever this is accessible as they only cost a couple of shillings but care should be taken not to damage the new seal by allowing the sharp splines on the constant pinion shaft to cut it as it is slid into position. This can be overcome by wrapping some greasy brown paper around the shaft right up to and over the shoulder at the rear end.

Also check the square headed taper bolts securing the fork and lever to the operating shaft in the gearbox as these can break or come thereby allowing the relationship of the parts to alter. A sure sign of such trouble is when there is insufficient adjustment left on the clutch linkage even though the clutch plates and carbon are virtually unworn.

The most common gear change fault is an inability to move the lever from first to second gear and the basic reason for this lies in the gear change mechanism. What in fact occurs is that the gear lever is able to enter the neutral gate before the selectors in the gearbox have been returned to their neutral position. The interlock mechanism in the gearbox then prevents any other gear except the one previously selected from being engaged. A number of points must be checked to overcome this condition and it may be found that attention to one or more of the following will be necessary.

Ensure that the four rubber bushes fitted at the top end of each operating rod are not impoverished or missing. In no circumstances should these rubbers be contaminated by oil,

otherwise they will deteriorate rapidly, so take care when lubricating around the gear change mechanism on the steering column.

Make sure that the wire locked, square headed taper bolts securing the trunnions to the selector shafts on the gearbox are tight as they have a tendency to wear.

Check that there is no wear in the flexible strip type connectors fitted between the selector trunnions and the gear change transverse shafts. These are riveted to the shafts but in service new ones can be attached by bolts locking nuts. Renew the spherical bearings on the body which support the outer ends of the transverse shafts if worn. This is really a job for the garage as welding is involved but it is worth noting that there are two extra bearings fitted on the other side of the car for use on a left-handed drive vehicle and there is no reason why these should not be used as replacements.

After 30,000 miles, there may be sufficient wear in the rear road springs to allow sideways movement and this can result in the leaf immediately below the main leaf coming into contact with the rear shackle bracket. The result is a fairly heavy thump when cornering. The remedy is simple - you only have to remove the shackle bracket and grind or file away the excess metal at the point at which contact occurs.

Another unusual knock from the rear end is caused by contact between the offside shock absorber and the exhaust pipe clip and here again, there should be marks to show the point of contact. The trouble is due to the clip on the exhaust pipe being positioned too far forward, but do not be misled by what appears to be bags of clearance as this reduces when the car is loaded.

STEERING

The steering and front suspension on the Mayflower seem to be very robust and with the exception of shock absorbers very little attention is normally required in the way of overhaul until very high mileages have been covered. The steering box is fully adjustable in the following manner.

Ensure that there is no end-float on the centre column and, if necessary, adjust this out by reducing the thickness of the shim pack fitted under the bottom cover plate.

Backlash on the steering wheel is then reduced by setting the steering in its straight-ahead position, slackening the locking nut for the adjuster in the steering box top cover plate and then turning the adjuster clockwise.

It is very important that this adjustment is not overdone otherwise the steering will become stiff and in time the box will be damaged. For this reason it is best to turn the adjuster as far as possible using finger pressure only. If the adjuster should be tight on its threads it is best to check results after each slight alteration. Correct adjustment is usually approximately half a turn of the adjuster back from its fully clockwise position.

Backlash or knocks in the steering can be caused by a worn slave lever. And as this cannot be serviced it will be necessary to replace the assembly. Such wear is obvious if the slave lever arm moves up and down as the steering wheel is moved back and forth.

STAINLESS STEEL EXHAUSTS

P.D.Gough & Associates of 1, Bennerly Court, Blenheim Ind. Est., Bulwell, Nottingham, offer handmade exhausts from high grade, type 304, stainless steel, which they guarantee for 'Vehicle Life'. Price would be approx. £100 for the complete system with 15% discount for singles and 25% for batches of five, plus further discounts for quantity amounts. Plus VAT at current rate. With orthodox systems becoming almost impossible to get, this appears to be value for money. Anyone keen on making up the numbers for a bulk order please inform REG.



motion passed at last A.G.M.- annual subscription had unavoidably been increased to £6.00 for Home members and £7.00 for overseas members. Would the last mentioned members please endeavour to send subscriptions in overseas money orders cashable in 'sterling' to minimise bank charges.

Membership subscriptions fall due on April 1st, at the new rates.

TEAR OFF

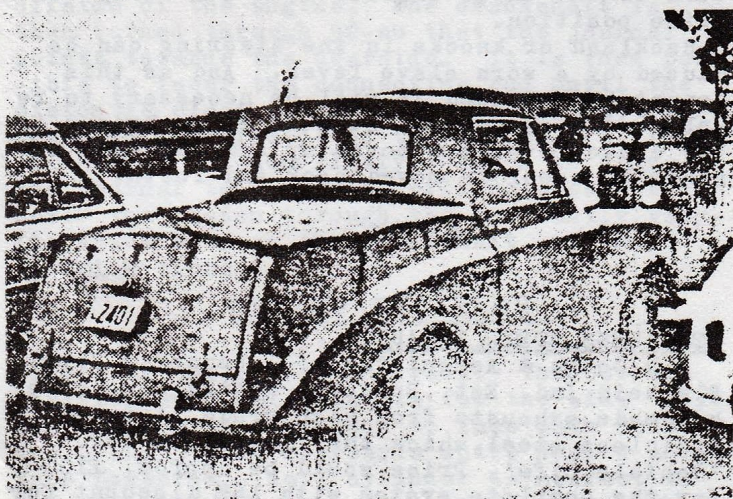
Name:
Address:

Membership No.:
Amount enclosed:

Cheque/P.O. to: Triumph Mayflower Club.
Send to: G.Deegan, 36, Stephens Road, Tadley, Basingstoke, Hants, RG266RY.

GUESS THE VEHICLE?

Do you remember the Mayflower truck?? Probably not. It was produced in conditions of great secrecy in the dismal post-war when a socialist government was driving the industry to export anything and everything and withhold -ing raw materials from those who did not fulfill their export quotas. One result of that policy was that we exported large numbers of unsuitable cars with inadequate service and spares backing and destroyed much of the goodwill which our war-time sacrifices had won for us.



A few manufacturers discovered that there was a market in Australia for light pick-up trucks, known to Australians as Utilities or 'Utes' and several popular saloons were quickly converted. The Triumph Mayflower was one and the Armstrong Siddeley was another. It was a convenient way of boosting export sales with a vehicle which did not make very heavy calls on material or labour, but considerable pains were taken to keep their existence secret from the home market.

Rushden Historical Transport Society

proudly present the Fourth Annual

GRAND CAVALCADE of Historical Transport

POPLARS FARM, WYMINGTON
Nr. RUSHDEN, NORTHANTS

SATURDAY SUNDAY MONDAY 1st 2nd 3rd May 1982

ANTIQUE FAIR AND AUTO JUMBLE

WORLD BUS WHEEL ROLLING CHAMPIONSHIP
(Come and have a go)

FIRE FIGHTING DISPLAY

MINI MOTORBIKES - HELICOPTER RIDES

A Day Out For All The Family

MOTOR CYCLES - STEAM ENGINES

STATIONARY ENGINES - STEAM MODELS -

MILITARY VEHICLES & CARS FARM TRACTORS - LORRIES
SOCIETY & TRADE STANDS -

FIRE ENGINES - BUSES - HOT AIR BALLOONS -

CHILDREN'S AMUSEMENTS - FAIR GROUND ORGAN
DARTS COMPETITION MORRIS DANCERS

FREE CAR PARK ADJACENT TO RALLY FIELD

Refreshments Available - Real Ale Bar

Adults £1.00 Children, & OAPs 50p

Gates open commencing at 11.00 a.m.

All attend subject to availability