



TRIUMPH MAYFLOWER CLUB

- p2 Steering box reconditioning
- p2 Braking system equivalent
- p2 Bottom rad lose "
- p3 Modifying this + that
- p8 Cheap parts (!?)
- p14 Holidays - Scotland



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1983/4.

CHAIRMAN:

PETER BURDGE. (Tel:0272 857845)
The Limes, Tickenham Hill,
Tickenham, Clevedon, Avon.BS21 6SW

VICE-CHAIRMAN:

ALAN FENTON.(Tel: Ex directory)
18, Charthouse Road,
Ash Vale, Aldershot, Hants.

HONORARY GENERAL AND
MEMBERSHIP SECRETARY:

ANDY LEACHMAN. (Tel: 0205 69920)
78, Parthian Avenue,
Wyberton, Boston, Lincs.

HONORARY TREASURER:

MIKE WEBBER.(Tel: Ex Directory)
31, Phillipps Avenue,
Exmouth, Devon.

HONORARY RALLY SECRETARY
AND MAGAZINE EDITOR:

MALCOLM BATH. (Tel: 01-508 0415)
24, Durnell Way,
Loughton, Essex. IG10 1TG.

HONORARY
SPARES SECRETARY.

John Gogay, (Tel:Dartford 21493)
18, The Close,
Wilmington,
Dartford, Kent.

HONORARY S/HAND
SPARES SECRETARY:

John Gogay.

HONORARY ARCHIVIST:

ALAN FENTON.(Tel: Ex Directory)
18, Charthouse Road,
Ash Vale, Aldershot, Hants.

ORDINARY MEMBER NO.1:

RON HAGGER, (Tel: 0582 840643)
6, Old Watling Street,
Flamstead
St.Albans, Herts.

ORDINARY MEMBER NO.2:

EDITH WEBBER,(Tel: Ex Directory)
31, Phillipps Avenue,
Exmouth, Devon.

When writing to a committee member and you require a reply,
please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfill
their posts in their spare time and not as a full time occupation.
So when contacting them other than by letter, please ensure that
you choose a reasonable time of the day.

May 1984.

Eds Piece.

Back again! In between working, maintaining four houses, five cars, four children, two cats (with a total of seven legs), two gerbils, and an ex-wife. I seem to have put another magazine together.

Firstly, I must apologise to anyone who has written to me, but who has not seen their efforts in the mag; all items sent will be printed eventually.

Elsewhere in the mag; you will see that we had a very successful combined stand at the Birmingham Show, and again we won an award.

The Main events coming up are our National Rally at Blenheim Palace on July 22nd and the S.T.I.R. Rally on 2nd September at Broughton Castle. So hope to see you all there.

Chairmans Letter.

(Our Chairman Peter Burdge, in his first letter for this year, seems surprisingly lost for words - surely a unique situation for a solicitor!)

As I am sure Malcolm has plenty of interesting material with which to fill this issue I shall waste no space in vague ramblings, but will simply say (a) that the Club appears not only to be surviving but perhaps to be regaining some of its strength and (b) that I hope as many of you as possible will come to our joint rally with TROC, and to STIR, both of which should be well worthwhile.

AN INTERESTING MOTOR MUSEUM IN SCOTLAND

Tom Robinson

Whilst on holiday in Scotland we called in at The Myreton Motor Museum at Aberlady South of Edinburgh off A198 between Aberlady and Gullane and off B1377 between Drem and Longniddry. The museum is well worth a visit, it is owned by Mr. W.P.Dale who told us that he has a Mayflower which requires but little attention before becoming an exhibit. No attempt has been made to restore cars to "Showroom" condition and here I think the museum scores above many others.

Of particular interest to me was a 1941 12HP Standard utility. A model T Ford Char-A-Banc put in a shed in 1930 and was unearthed in 1968. There were two half-track vehicles with shobting brake bodies one was a 1935 Citroen Kegresse which has never been used on public roads, consequently it was never licensed. The other one was a 1925 Morris Commercial retired in 1969.

In addition to the cars there are collections of motor bikes, cycles and military vehicles. The whole effect is completed in admirable fashion with a fine assembly of petrol pump globes, petrol cans, carbide lamps etc.

THE BIRMINGHAM CLASSIC CAR SHOW 1984.

Our combined TRC, TROC and TMC stand at this event, won the stand of the show award again. More about this in the next mag.

*SPARES NEWS***SPARES NEWS***SPARES NEWS***SPARES NEWS***SPARES NEWS***S.

Reg Varney has finally relinquished his post as Spares Secretary after many years of service to the Club. (Many thanks Reg, Ed.)

The new spares are all boxed up and ready to be transported to our new spares man John Gogay, 18, The Close, Wilmington, Dartford Kent. So enquiries for new and hopefully secondhand spares should be sent to John in future.

*SPARES***SALES***SPARES***SALES***SPARES***SALES***SPARES***SALES***SPARES**

A member (don't remember who) tells me that D & A Steering Ltd., 16/20, George Street, Kings Heath, Birmingham, Tel:021 440 0801, recently reconditioned his steering box for about £35!! (Ed).

Barry Smith (Coventry 79829) has some secondhand Mayflower parts (including two heads and a radiator) for sale.

There is a fairly complete Mayflower in the Nag's Head Scrapyard, near the Nag's Head Pub, Burntwood, Lichfield.

Malcolm Banyer of 8, Dalham Place, Haverhill, Suffolk, has a secondhand complete back axle and some steering parts, all cheap to clear.

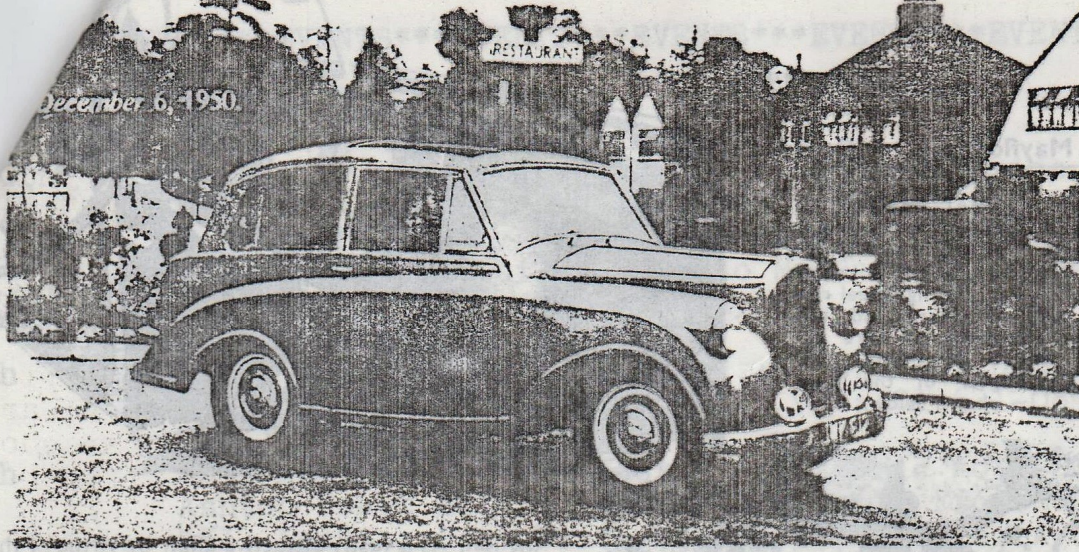
Mayflower for sale. 1952, Pale Blue (hand painted), Appearance quite good (some fibreglass) 5 very good radial (oversize) tyres. High compression (shaved) head (about 9:1). Anti-roll bar on front end. Good battery. Four rear view mirrors. Laminated screen 'Tripod' Lucas headlamps, (as in Rover and Jag). Interior trim poor - special comfy sponge seats at front (on original frames). Two spotlights, rev.light, wipers with repeater. Ammeter and clock; Rear window blind. Engine goes very well, but must be overhauled as its done 30-40000 miles. Spares: Engine (with heads), gearbox, rear axles, radiator core, brakesdrums and 8 shoes, front suspension and track rod, hub caps, two spare wheels with usable tyres (this is in addition to the car spare). Lamp rims, speedo, rear and side lamp glasses, wiper motor, heater, door latches, filler cap, gear lever assembly, steering column, and two spare steering wheels etc. Plus old bumpers and overiders. Contact: Eric Turpin, 87, Paddock Lane Lewes, Sussex. BN7 1TW. Tel:Lewes 5129.

Member Bob Collins tells me that the braking system of a 53-58 Morris Minor 1000 is the same as our beloved Mayflower system. can anyone else confirm this from experience.

Also he says that the bottom radiator hose from an MGC fits the flower!

December 6, 1950

THE Motor



EXTERNAL CHANGES—This picture shows the outward aspect of a new production car modified to the suggestions contained in the article below.

A MODIFIED MAYFLOWER

The Technical Editor describes some worthwhile additions to one of Britain's Newest Small Cars

WITH some 25,000 miles on the odometer of my Morris Minor I stand on the threshold of exchanging it for a Triumph Mayflower. Of intention, the Morris has been driven as a 98 per cent. standard motor car as delivered from the works, but it is an interesting intellectual exercise to envisage in what way one would set about developing a volume production car given a free hand. As dispatched from the works, the Mayflower is exceptionally well-equipped, a heater, clock and interior light for the luggage boot being available, but these by no means exhaust the equipment which it would well be worth while carrying.

Dealing first with items of embellishment or those promoting individual comfort, I would make an external change by adding the well-known Ace rimblishers to the wheels and would follow up the classic knife-edge motif of the whole design by having it lined out in some agreeable contrasting colour.

Taking now the interior of the body, I would cover the fascia panel, window cappings, etc., with wood veneer attached to canvas which can be stuck on to other surfaces if I could obtain it from France, or alternatively with leather in the manner adopted for a sister car in the range—the latest Roadster. If the latter course were followed I would again follow Roadster practice by having a leather-covered rim to the steering-wheel—a feature which considerably improves the feel of a component which, taken throughout the year, is in my hands on an average for four hours a day.

I write without experience of the seating comfort over long distances, but I have observed in road testing cars of every size and price that one of the major merits of the best cars costing £1,000, and over, is that the seats are considerably more comfortable at the end of 300 miles than they are on vehicles selling for half this price or less. Unless, therefore, the Mayflower proves a great exception to this rule I would expect to replace or modify the seats so as to have Dunlopillo cushions and exceptionally high rear squabs so as to provide full support for the shoulders drawing my lessons in these respects from both Jaguar and Bristol.

Loose covers for the seats are an item which many would specify as these preserve the real surface and enhance the re-sale value of the car. In the meanwhile, however, they do not improve the interior appearance, and for this reason alone I would not fit them.

Once upon a time I was a great advocate of wool upholstery in preference to leather, and I still feel it has certain advantages. Experience in the last ten years with fabric upholstered cars has, however, shown me that sheep fur and dog's claws go ill together, and given choice in the matter I would unhesitatingly rely upon the best that Mr. Connolly could provide.

Indulging another personal wish, I would have the body modified to give a sliding roof, for although I would not expect to use this frequently in normal motoring there are other times when its presence is a blessing indeed. This applies in particular to Alpine touring and also to those not infrequent occasions when one is stationary in the car on a sunny day, or when one wishes to have a high grandstand seat for some motoring or other event.

Having experienced the pleasures of really first-class reception given by the Radiomobile set with two loudspeakers installed in my Minor, I would certainly instal a similar set in the new car, especially as I believe the performance of the latest equipment to be even better than their predecessors.

Adding New Lights

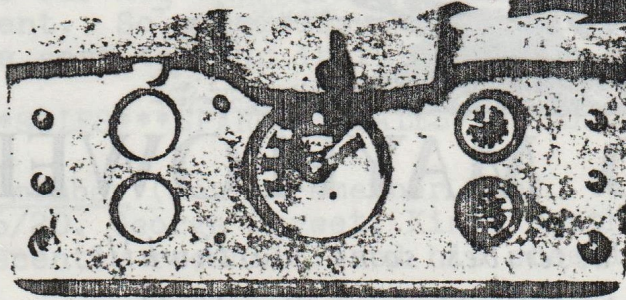
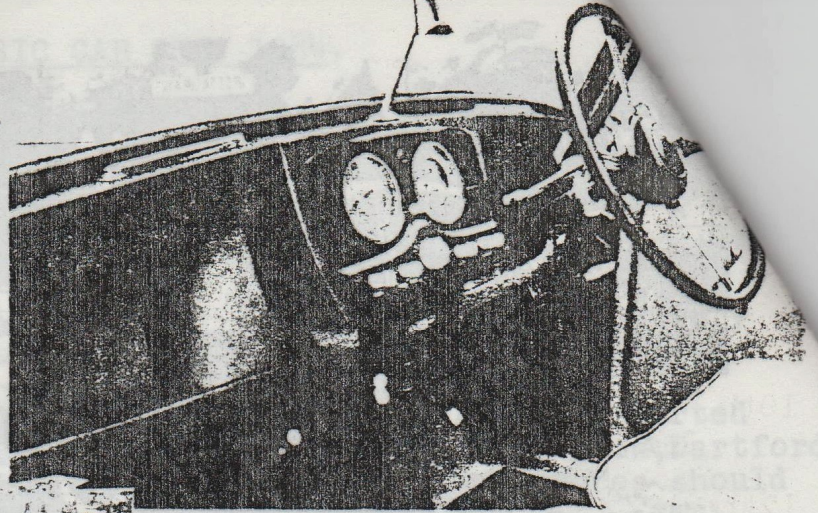
I would add to the burden on the battery by supplementing the two normal headlamps with a wide beam, sharp cut-off fog lamp, and also with a really long range affair which would really pick out potential obstacles in good time even when travelling at maximum speed. This last item would be of particular value when doing long night journeys in deserted country and, in the opposite conditions of travelling on crowded roads, I would appreciate the cunning Lucas mirror which automatically eliminates glare from pursuing headlamps. Finally, and without any real justification, the current instruments would be replaced by the type used by Rolls Royce and others which have a far plainer and, to my eye, more attractive figuring. It has always been a matter of interest to me that the lettering of numerals on the instruments which clutter the stylist's desk is often hideous beyond belief whereas, in the test house, one can see dials which have a clarity well worthy of the eighteenth century.

It will be apparent from the above list that embellishing a car to any great extent beyond the standard is not a cheap proceeding, and one would be lucky to get the work above described carried out for £170.

by Laurence
Pomeroy, M.S.A.E.

A Modified Mayflower - Contd.

INTERNAL MODIFICATIONS—Suggested changes to the Mayflower interior include leather covering for the steering wheel rim and dashboard and the employment of more expensive instruments and switchgear of the type shown below.



Possibly the first step from the engineering as distinct from the embellishing aspect would be to have "Under-seal" rubberised coating spread on to the underpart of the car and, with a view to reducing the noise to a minimum, it might be well worth having a similar treatment to the bonnet, scuttle, and the interior of the doors. This would increase the weight substantially, but as the car is not a high performance type this penalty might well be paid in view of the increased life and sound deadening.

The next move would be to protect the engine from both abrasion and corrosion. In the standard form a floating pick-up ensures that reasonably clean oil is supplied to the bearings, but in addition to this I would take the precaution of fitting a very large full-flow filter, at the same time reminding my secretary that she must badger me to have the element changed at least once every six months. Having thus guaranteed clean oil all the time I would attack the problem of cylinder wear by fitting Laystall Cromard liners to the block, the experience of commercial vehicle manufacturers having shown that one could run 50,000 miles with insignificant wear.

Whilst the engine was dismantled I would ask the Fescol Co. to hard-chrome the crankshaft, and I would consult the appropriate experts as to whether there would be any advantage in deviating from the standard type of main or big end bearings in view of the fact that they were now going to operate on an exceedingly hard surface.

I should attack the problem of valve wear by having inserted valve seats and the valves themselves coated with "Brightray" which I know from experience is an admirable protection not only against wear but also against the attack of leaded fuels. I would have a stellite tip welded to the end of each valve stem, and I believe that once adjusted properly such a set-up would, like the pistons in their liners, run for tens of thousands of miles without further attention. I would not modify the engine with the object of producing more power, as I think the expense involved and the sacrifices which have to be made scarcely worth while on a car of this kind. Let us look at the matter from this point of view. To raise the maximum speed from, say, 63 m.p.h. to 70 m.p.h. would involve increasing the output up to about 45 h.p. and the maximum engine speed to close on 5,000 r.p.m. This savours rather too much of flogging a doubtless willing horse, and also if one is not driving a fast car I feel it is always better to accept with good grace that one is handling a slow one. A vehicle which will give one an honest 90 m.p.h., or better still

"the ton," is a vastly attractive affair by virtue of this fact alone (assuming road holding and brakes are in keeping), but I confess myself indifferent to maximum speeds of a lower order and have had great satisfaction from cars which would do barely a mile a minute.

If I were prepared to carry out some real experimental work I would like to observe the effect of fitting the old-fashioned type of metal-to-metal ball and socket joint to all the steering connections for although adding to the maintenance, I suspect that they would give a far more direct and rigid feel to the steering, especially if coupled with a fairly high-g geared and a reasonably reversible steering box.

With an eye to possible Continental trips I would also like to change the standard brake drums for the Well-worthy Al-Fin type in which a ferrous lining is chemically bonded to a light-alloy drum.

• "Hand Advance" Advantages

I would quite certainly supplement, or possibly even replace, the normal centrifugal ignition advance mechanism with a hand control. There are very big variations in the anti-knock qualities of Pool petrol, and this alone makes it impossible to provide an automatic advance system which will fully provide for all running conditions. Apart from this the correct operation of a well-designed and sensitive hand advance is, I think, one of the inherited pleasures of motoring which it is folly to throw away.

This attitude may possibly label me as a die-hard, but I feel no such reverence for tradition in respect of the clutch mechanism. On the modern car it is a relatively insensitive affair compared to my Vauxhall which with multi-plate clutch will start on a top gear of 33 m.p.h. = 1,000 r.p.m. with an engine set at a fast tick-over. And since I have tried the Bochoro vacuum control I know that both starting and gear-changing can be done better automatically than I can manage it myself. I should therefore make every endeavour to have one of these devices on the car in conjunction, if possible, with the de Normanville overdrive as fitted to the larger Triumphs.

With these two modifications I should have two-pedal control in traffic and instantaneous gear-changing between all four ratios effected merely by moving smartly the gear lever. I should, moreover, have a fourth speed giving 60 m.p.h. at 3,300 r.p.m. so that between 55 and 60 m.p.h. could be comfortably sustained for hours on end on what I feel sure could be claimed as the most completely equipped small car on the road.

To be realistic, one must estimate that the cost of the mechanical modifications to be of the order of £200, and it is a salutary thought that all the changes suggested would total about £370, or only £25 less than the first cost of the new car. The overall price, including original purchase tax, would therefore be £875, and it is also sobering to realize that if sold at the end of a year such an investment would still bring a return of at least 10 per cent.!

22nd TROC/TMC JOINT ANNUAL RALLY. Blenheim Palace, Woodstock, Oxfordshire. Jenny Langton of TROC, (Tel; 0425 618074) will handle any enquiries for accomodation and dinner for members of both clubs on the Saturday evening. This is a big one. A chance for all members to come along and meet each other. We want every Mayflower that can make it to come along to this, our main event. Things will start at about 11.00.am. and finish at about 4.30.pm. Entrance to Belnheim will be £2 per car including occupants.

28th/29th Cumbria Steam Gathering, County Showground, Kendal. Details from:T.P.Holt, South View, Hutton, Roof, Via Carnforth, Lancs. LA26 2PF.

AUGUST

4th/5th Horsham Historics Vintage Show '84. All cars including 'steam' invited. Arena events, entertainments etc., at Kerves Lane, Horsham, West Sussex. Details from: Mrs.A.Frampton, 32, Brownleaf Road, Woodingdean, Brighton, Sussex.BN2 6LB.

12th Third Standard Northern Rally, Preston Park, Eaglescliffe, Nr.Middlesborough. TMC members invited by Standard Motor Club. Details from: Lynda Homer, 43, The Ridgeway, St.Albans, Herts.

12th Popham Vintage Day '84. This event takes the form of a friendly informal social gathering of enthusiasts who travel on wings or wheels. It is open to any make of form of vintage or classic vehicle or machinery. No advanced entry is required, just turn up on the day. There is a club room where refreshments may be purchased. Popham Airfield is situated on the A303 about 8 miles S/W of Basingstoke. Any further information may be obtained by phoning Don Carter evenings on Alton 87117. R.F.C. Popham Airfield, Nr.Winchester, Hants. Tel:Dummer (025-675) 733 or 423.

27th 15th Merton Concours d'elegance, Morden Park, Morden, Surrey. Display of vintage, veteran and classic cars. SAE for details to: F.W.Jones, 96, Hartfield Road, Wimbledon, London, SW19 3TF.

SEPTEMBER

2nd Standard Triumph International Rally IX at Broughton Castle. See back page of this mag. for details.

NOVEMBER

2nd/4th Brighton Classic Car Show. John Gogay has offered to take his blue Mayflower to this event, which will again be with TROC/TRC. We need one more 'flower, any offers?

NEW MEMBERS.

There must be some, but I have not been advised of any.

LIST OF MEMBERS.

As I have not received an up to date list of members for this issue, it is being sent to all those who received the last issue. But beware, if you have not renewed your membership (see last issue for details) then you may not receive the next 'action-packed, dynamic' volume of Flower Power.

Trails End,
Pawson Trails,
Branford, U.S.A.

November 1983.

Dear Malcolm,

Congratulations on your new position as Editor for the Mayflower Club. Your observation on newsletter publication (or lack thereof) and the welfare of the Club is indeed correct. We faced the same situation a few years ago and concluded that our ENGLISH CHANNEL newsletter was truly a necessity to supplement our VINTAGE TRIUMPH magazine. We never have been able to keep the magazine on schedule and the CHANNEL fills the void. I don't think the members are as concerned about what appears in their mail-boxes, as long as something does on a regular basis!

I've placed your name on our list of complimentary subscriptions- you will be receiving both our quarterly color-covered VINTAGE TRIUMPH magazine and bimonthly ENGLISH CHANNEL newsletter supplement. If you could keep me on your mailing list for FLOWER POWER it would be truly appreciated. We like to pass overseas club publications around among the Board of Directors, so everyone knows whats going on.

Thats about it for now,
All the best,

STEVEN ROSSI.

25, Sandford Road,
Sale,
Cheshire.

January 1984.

Dear Editor,

It was great to receive the latest Flower Power, and the tone of hope that it conveyed, as far as the Club is concerned.

We've now even obtained a mention in Practical Classics Club News, no doubt due to your efforts, and I hope you can encourage members to keep the Club alive by regular issue of Flower Power. In the one previous issue I'd received in my two years of membership, there were requests for letters and articles, and I wrote quite a lengthy account of my home restoration of a fairly derelict 1951 'Flower. Maybe the article was not good enough for publication, or maybe it wasn't received, but I heard nothing, which was the same response I initially got to enquiries about membership. I have spoken to other 'Flower owners up and down the country, and the same complaints came from all of them. (The only person who seems to have been helpful is Reg Varney - lets hope a successor to him can be found!)

Why I have put pen to paper is to suggest that maybe it would be helpful if the Rules of the Club could be expanded upon, for the benefit of new members. e.g. how exactly does the spares loan scheme work, are there any interesting articles in back copies of Flower Power to help with common technical problems; has any member any special facilities or contacts with Triumph specialists. (I have desperately tried to obtain patterns to make a pair of sills, for example).

Cont'd/....

During my restoration, I have located a source of parts at very good prices - this is in New Zealand, but the shipping over of smaller items, such as head gaskets etc, is quite reasonable and the total cost is still far less than buying over here. If the club spares scheme hasn't the appropriate part, it might be worth trying. The address is Mr. Youngson,
Parts Disposal Officer,
New Zealand Motor Corp,
Auckland 6,
New Zealand.

Still on the question of spares, has any member a pair of good bumpers. I would be prepared to either buy these, or maybe swop some parts I have surplus (a good steering box for example).

Keep up the good work!

Yours faithfully,

GEOFF BASKETTER.

Please send one to me at my home address.
Good on yer sport! Malcolm B. (Ed).

I would be very pleased if you could send a copy of your mag to us, as we do to you.

Dear Ross Kerlake,

STANDARD VANGUARD CAR CLUB OF AUSTRALIA.

(To Peter Burdge,
From C. Cannings - a lady member.)

15, Cheviot Close,
Newbury,
Berks.

January 1984.

Dear Peter,

Did you think I'd left the country, and taken your bits with me? I hope you haven't needed them. But by the time the head was off it was well into Christmas card time, and I didn't care to trust them to the post. Then we were away over Christmas, and as soon as we came back I started a new job - or at least, a new part to the old one - which has kept me working till ten and eleven some nights; I am supposed to be working today, Saturday, but when I agreed to the job I told my boss that I was already working every other Saturday, and refused to do any more. I don't think he believed me.....

Anyway, to thank you for your assistance and your patience, here follows an abridged account of my troubles:

December 5th, I took 'Speedwell' (so called because it's unseaworthy) to my local garage, to have the head gasket changed. I provided the head gasket, they are very good there (to the extent that several things they've done for me they haven't even charged), the owner actually had a Mayflower long ago, and I anticipated no trouble.

..Cont'd/.

December 5th p.m. I went collect it. Sorry, they couldn't get the head off. Had I any tubecutters. I said I would see what I could do.

Frantic phoning, Gus used to have some, he rather thought Malcolm has them now.

Malcolm was out, but his wife said I could phone his mother. She would drag him in from her garage, where apparently he works on his Mayflower. Malcolms mother said she didn't mind at all and fetched him.

An oily, greasy, overall'd voice said he didn't mind either, but that he didn't have any. Or did he? He would look when he got home, and ring me back.

He didn't. Have any, that is. He did ring. Saying that he had your work number at work, and that if I phoned him next day - at work - he would give it to me, and you might have some.

So I phoned you, and you weren't there, and when you phoned back you were under the impression that I was a client, and were so formal at first, that I was sure you were the sort of man that would never have anything more useful by him than a copy of last years Punch; but then we sorted that out, and that was fine, and the goodies arrived as promised, first post Saturday.

By now it's December 10th. Still, the problem must be nearly over. Mustn't it?

I promised an abridged version, so I will content myself with saying that the head did, eventually, concur in its own removal.

Only to prove so corroded round the waterways that the seating for the new gasket was, here and there, non-existent.

Where does one obtain a new head for a Mayflower?

The answer is, of course, that one doesn't. One merely obtains a better head, and having listened to a few descriptions over the phone of heads available, I decided to play safe.

There's a firm advertises in the V.S.C.C. Bulletin, which offers trade rates to V.S.C.C. members. Gosh, if those were trade rates, what must the others be like! But I spent the only non-working day in the pre-Christmas week window-shopping in Oxford High (well, I couldn't afford to do anything else) while they performed 'welding-while-you-wait'.

I now have a beautiful remodelled head - I speak vicariously, of course - with lovely round holes in it.

Meantime, the garage had discovered that it didn't have the UNF $\frac{3}{8}$ " studs it thought it did. Oh, they'll be no trouble, they said at first. They now decided they were mistaken. The originals, you understand, were unreuseable.

Did you know there's a firm in Sheffield will cut studs very cheaply (considering everything) and send them the same day on the strength of a phone call?

I had to give them the name of the garage to send them
I said, we were away over the whole of Christmas.

January 3rd; back home, The garage had now had my poor car
for 30 days, sitting in its way on its forecourt (it is a country
lane garage; it forecourt practically is the country lane) but
at last I could take it home.

I left them my other car instead. In that 30 days the brakes
had worn down to the rivets and were making the most frightful
noises. If it hadn't suddenly become my only car it would have
been in for doing long since, not bombing up and down the A34
full of cylinder head.

January 4th. 'Speedwell' took me to Reading and back, starting
only after difficulty (despite being on charge the night before)
but then running smoothly.

January 5th. Shopping, there's a test. But it behaved
beautifully.

January 6th. Working. On the go, stopping and starting all
day, from 8.30 a.m. to 5.30.p.m. No problem. It's still noisier
than I think it ought to be, but the noise isn't exhaust, and it
isn't a blown gasket, and I'm no mechanic to understand the
subtleties. So I shan't worry about it. I'll get all of you
experts to listen to it at the Rally this year..Also I'd like
to know why it is still so reluctant to start in the morning.
(That, plus a slight scummy muddiness in the rad, made me wonder
whether water was getting into the oil - which made me wonder,
along with the noise, if the head gasket had blown, which made
me decide to change it in case, which started this whole problem!)

By the way, that crack about it being unseaworthy (it
definitely is, it leaks whenever it rains).... I must call it
something - I always do have to call them something. Most
women do, I find. My first car was Cotopaxi. It was a Morris,
a 1962 Minor. I liked the name, the more so when a friend merely
called hers Boris. Then came Erebus (it was hell on wheels),
then, another Beetle, Erebus II. Now, the Mayflower. Maisie,
the choice of another friend, is also too obvious. And I can't
call it, I just can't bring myself to call it a Flower. So, what?
Speedwell seemed obvious. It is blue - so is the car. It is
(ouch!) a flower - so is the car. 'Speed Well' is an appropriate
name for a mode of transport. And the Speedwell was the ship
originally intended to sail with the Pilgrim Fathers in company
with the Mayflower. But it didn't - Why? Beacuse it was un-
seaworthy - so it the car.

Sorry.

Many thanks for your help, and I look forward to seeing you
all again at the rally. Where is it this year? I hope its a
weekend I'm not working.

Now I must settle down and write to Reg. Before he actually
retires I want to lay my hands on a goody or two. A new coil...
and what are those little rubber bits called that support the engine,
so there's some give in the mounting? Mine has no give, mine has
more of a clunk.....and then there's.....

Bye, Peter. Thanks,

() C.C.

Stag Cottage,
Wootton Courtenay,
Minehead.TA248RH.

May 1984.

Dear Ed,

As a recent convert to the power of the 'Flower', could you possibly help me in the location of parts and information.

Having read your piece in Practical Classics, I note that steering idlers for the Renown were being remanufactured. Is it possible that the same idler will fit the Mayflower and if so, where could I get one? If not, do you know if it is possible to have a worn one rebushed or overhauled.

More interestingly for you, although I am a bit off the beaten track, I would be pleased to offer my services as Spares Secretary. I am an hour or so from Bristol and I have transport available to collect spares from Mr.Varney. Please ring me on 0643 84253 if you would like my assistance.

Yours faithfully,

S.J.PARNELL.

Thanks for the offer to be the spares secretary, but it seems to have be filled by John Gogay. Ed.

Anyone know about the idler arms?

"OH CRICH! ITS RAINING AGAIN....."

Not having been to the annual event at the Crich Tramway Museum in Derbyshire for a few years we decided that the bank holiday weekend of 27th May was a good opportunity to visit the place again.

Our last visit in 1981 was memorable in as much as it rained almost the whole day long, so it couldn't be the same again - could it! It was. All day on the Sunday, the day before and most of the day after.

On arriving at Crich, we were greeted by a 'wagon train' style circle consisting of 7 Roadsters, 6 Razoredges and the soggy 'flowers' of Sue and Ian Hodkinson, Mr.Grimwood and new member Robert Carthew.

We sloshed our way around the place, visiting the tram shed, museum, 'gifte shoppe' and finally, after an enjoyable ride on an 'Eastern Block' tram, we had a picnic for 7 in my steamed-up-windowed Renown, and at about 4.0'Clock in the afternoon, being almost the last one to leave, we headed to our cosy cottage in Lincolnshire, where we were staying for the weekend.

(We went in the Renown and not the 'flower, because I have just finished fitting an overdrive unit into it, and was keen to try the car out on a long run. It makes a fantastic difference!!).

Many thanks to Tom Robinson of T.R.O.C. who organises this event for a most enjoyable time, despite the weather.

Malcolm Bath.

Grand Old Motor Cars

CUNTHORPE hairdresser John Barker's first car many years ago was one of the instinctively styled Triumph Mayflowers. These rather unusual cars were introduced in September 1949, and as the model name

Mulliner's chief body designer Leslie Moore, although the actual bodies were pressed and made by Fisher and Ludlow.

The slim, plated window frames give the surprisingly roomy, 2 door body the appear-

Recently in the Republic of Ireland a Triumph Mayflower was subjected to a severe test. On the right are the four passengers that the car carried for a day's tour of 166 miles. The total weight of the passengers was over 73 stone—they have taken their seats in the picture below—and it is understood that neither the car nor the men suffered any hardship!



No. 8: 1953 Triumph Mayflower.

plies were aimed at the US market. Despite being very well made and equipped, the rather dated 247 cc side valve engine with a top speed of 66mph, was not suited to the driving habits of the majority of motorists over here, with the result that most of these exported — around half of the total production of 34,999 — went to Commonwealth countries, Ceylon in particular. Described as "a car of great character, built by and for characters" the Mayflower inspired a love or hate reaction with contemporary critics and was called all things from a turnip to a patch charm Rolls. The razor edge styling was the work of

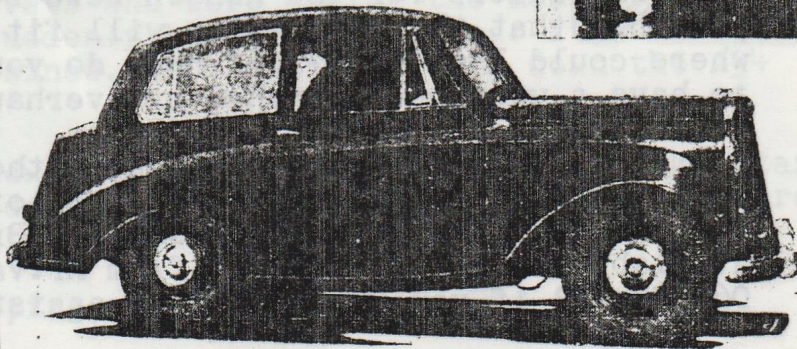
ance at first glance of a four door car. Production ceased in July 1953.

Costing £639, RPP 22 was first registered in Buckinghamshire and was among the last 2000 examples off the production line.

After having been laid up for 16 years in High Wycombe it was bought as scrap by John Barker with the intention that after a thorough rebuild it would be a significant first car for his son Steve.

Thousands of hours were spent on the restoration, missing parts being gratefully taken from a couple of derelict Mayflowers found in a garden near Gainsborough.

The work was carried out by young Steve Barker, assisted



by father, the partnership will be repeated when Steve's hairdressing studies at college are completed and he joins in the family business — meanwhile he DJs his own Knight Wave Disco in his 'spare' time.

The original target date was Steve's 17th birthday, but completion is now expected for his forthcoming

18th in May. The delay is certainly justified by the excellent workmanship seen on the finished article.

Such is the enthusiasm in 1984 for these endearing cars, that the Mayflower Register has 60 members on its books, spanning the globe from Australia to Puerto Rica. —

Dave Turner.



(The above article was kindly supplied by Tom Robinson of TROC)

WALTER BELGROVE.

News has reached me via Peter Burdge, Chairman of the Triumph Mayflower Club, that Walter Belgrove has died in Earnstaple, aged 83 years. As one who learned to drive behind one of his pre-war bonnets and has subsequently enjoyed driving the prototype Standard Vanguard and the TRX Roadster, both of which came from his styling board, I write these words with regret.

He joined the Triumph company in Coventry about the time the Super 7 was being developed and by early 1935 was Chief Body Engineer, under Donald Healey. His creation of the Dolomite range, with its die-cast waterfall grille, made him well known for what were dubbed 'The Smartest Cars in the Land' - and he always discounted the view that those designs were in any way influenced by the contemporary S.S. Jaguar saloons. A war-time was spent in jig and tool design for aircraft, before he became the only person of any standing to join the Standard body design team and create the razor edge 1800 saloon. This was followed by the bulbous Vanguard, announced in 1947, which went into volume production. His next offering was altogether more exotic, the 1950 TRX Roadster which, from the side, followed the lines of an elongated pear-drop. This short-lived creation did not get beyond prototype stages, but the next one did, once he had persuaded Sir John Black to abandon the traditional outside spare wheel to evolve what the world on both sides of the Atlantic now knows as the TR2. He left Standard in October 1955 in disagreement over styling proposals for Vanguard III - he wanted a saloon version of his TRX styling.

He has lived quietly for a number of years, yet was always ready to comment and advise on matters historical. He was scheduled to attend STIR III in 1978 and a Renault limousine had been arranged as an appropriate conveyance, but his wife (who pre-deceased him) was ill and he could only wish us well.

A body engineer who had great influence on the shape and appeal of the cars we enjoy has left us; we are the poorer for his passing.

JOHN DAVY

IS THIS A TRIUMPH?

I was reflecting recently that the cars bearing the Triumph name have been assembled at more factories than any other British vehicle carrying one name nomenclature. I refer to completely assembled and commissioned vehicles. They were rolled out from: 1) Clay Lane, Stoke, Coventry; 2) Gloria Works, Holtrock Lane, Coventry; 3) Canley/Fletchamstead, Coventry; 4) Banner Lane, Coventry (Yes, the first TR2s were commissioned there!); 5) Liverpool No.2 factory; 6) Cowley, Oxford; and 7) Longbridge, Birmingham (with the current move of Acclaim to the new location). You could probably multiply by three if you include CMD activity overseas.

JOHN DAVY

Luxury Flat - Keith, Aberdeen. Also house to let for holi
Details can be obtained from member No.270 - Harry Packman
is prepared to pass on a reduction in normal rates to other
members wishing to partake of "Highland Beauty and Air" for
a change of scenery. (H.Packman, Roma, Kynock Terr, Keith,
Banffshire.

ALL WOOL TARTAN TRAVELLING RUGS.

Fringed 55" X 71" Embroidered with the make and model,
and registration number of your car - £17.50. each (inc p&p
and VAT) available from: James Dauris & Company Ltd.,
3/7, Drysdale Street, London N1 6ND. (Cheque with order please.
Kindly allow up to 4 weeks for delivery).

FLOWER FLIP TOP.

Does anyone know about the immaculate convertible flower supposedly
owned by someone in Windsor which is used occasionally!!

'TAILPIPE'.

Once again, acknowledgements must be made to Tom Robinson
and Family, who print and distribute the mag. They are not 'flower
owners, or even members, but they help us out in a very practical
and much appreciated way.

(Must pause and make Janet another cup of tea before she
stops typing. Ed!)

The next issue will contain anything I can get my hands on
or that you send me. If you take your 'flower on holiday, send
us a post card and tell me of its progress.

Next issue will be the summer issue, due out in August.
All information to Ed. by mid August 1984 please.

Next committee meeting is.....? (I haven't seen the minutes
of the last two yet, so no idea when the next one is!)

See you at the next National Rally in July - Ed.

Well, that's all folks. We are all off to Butlins at Minehead,
though not in the Mayflower - it's holiday will be in August, when
Janet and I have a free week, just to ourselves. We shall be
tootling up to Lincolnshire to retrace, in part, the article
'A Mayflower In The Pilgrim Country', from the August 2nd 1950
edition of the Motor Magazine.

See you at the National Rally.

M
(14) 1m Bath.

INTERNATIONAL

2nd September 1984

RALLY

return to B. Blackwell
 84, Chapter House, Coffee Hall, Milton Keynes, Buckinghamshire MK8 5EF

ENTRY FORM STIR IX

Name.....
 Address.....
 Make Year HP/cc
 Model Body
 Reg. No..... Club/Register

CONCOURS	
DISTANCE AWARD	
ROAD RUN	
DRIVING TESTS	

Please tick in requisite box if participating

Indemnity

I agree to save harmless and keep indemnified all the various organising and participating bodies, the owners and management of Broughton Castle, and all other individuals associated with this event, their officials, agents, servants and representatives from and against all actions, claims, expenses or demands in respect of death or injury to myself however caused arising from or in connection with this entry or my taking part in this event, notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, representatives or agents.

Signed..... Date.....
 If under 18 years of age, countersignature of parent or guardian
 Signed..... Date.....

I enclose remittance of £3 being the entry fee for all competitions and admittance to the grounds of Broughton Castle for Car, Driver and all Passengers. Fee also includes provision of a souvenir plaque and reduced entry charge to the Castle itself upon production of STIR IX programme.

Make all remittances payable to; STANDARD TRIUMPH INTERNATIONAL RALLY

Note overleaf further or special details of your vehicle to assist commentators.