TRIUMPH MAYFLOWER CLUB

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1983/4.

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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.

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Ed's Ramblings.

Mag number 5 from me and I am still enthusiastic-ish! Mind you, my new Mitsu-nippo, which I now use as everyday transport is getting most of my attention, while the 'flower sits huddled in the garage, battery out, water drained and with its wheels kicking in free space(still, it has got the Renown in a similar state of limbo next to it so it isn't lonely!)

This year has been a very sad one for Triumph in many ways - the loss of Michael Sedgewick, Walter Belgrove and now John Davy, with the final demise of the TRIUMPH name have all contributed to cast a shadow over this years events.

On the plus side, we as a Club have a full committee, and we are currently enjoying good relations with our fellow clubs. Also our good friend Bob Barlex - Editor of the 'Roadster Review' was recently married to Hazel. Good Luck to you both.

This issue is a bit 'heavy' with lots of words, so I will cut my bit short by saying Merry Christmas to you all and a trouble free New Year.

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In the last mag, I promised to publish the 1984 rally results in this issue, but I seem to have run out of space. Anyway, the four cars-worth of members and others who were there all know the results (hint hint) Seriously folks - I will include this item in the winter mag, space permitting.

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Our Annual General Meeting will be held on Sunday 31st March 1985 at the following venue:-

EATHORPE PARK HOTEL,
Fosse Way,
Eathorpe,
Leamington Spa,
CV33 9DG.

We will commence at approximately 2.00.pm. and hope to complete the business by 4.00.pm. when refreshments will be served and an informal chat will begin.

The hotel is in delightful surroundings and offers excellent meals and bar snacks.

Full details of the formal agenda will appear in the February Mag, but this ammouncement will enable you to put the date in your diary.

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BIT:- Report of a Mayflower in 'Wadi [redacted]ons' scrap yard, Hockliffe, **Dunstable, Beds.** - Anyone ir [redacted]ted?

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After many months of comparative silence from our esteemed chairman Peter Burdge, he seems to have taken up residence on his typewriter and offers the following for the Chairmans Letter.

CHAIRMAN'S LETTER

The Standard-Triumph International Rally (STIR) is always worth attending; it is the one event at which examples of most of the Standard and Triumph models can be seen side-by-side, and there are usually one or two prototypes, such as the TRX, the TR Fury and the Stag fastback. Among the special guests at this year's event were several members of the Belgrove family. The late Walter Belgrove, you may recall, was chief stylist and body engineer both with the pre-war Triumph company and also at Standard-Triumph in the period during which the Mayflower was designed and built. Many years afterwards he wrote:

> "I believe (although I cannot be sure) that the model which came to be known as the Triumph Mayflower was on the stocks in 1947 or 1948. This motor car was intended to be a short-wheelbase version of the Renown saloon, and also the first volume-produced Triumph. This was continuing 'knife edged' styling with a vengeance and I believe the policy to build and produce this type of vehicle stemmed from Sir John Black's discussions with Mr Antweiller - managing director of Mulliners in Birmingham. I remember doing some work on the front end of this vehicle, but the Triumph Mayflower was styled by Leslie Moore, chief body designer of Mulliners.
>
> It is not possible to reproduce the lines of the Renown on a 'shut up' wheelbase and inside the circumstances I do not think that Leslie Moore's work could have been bettered. The side elevation was very good indeed, and although of contemporary 'slab-sided' style, the swept line from headlamp boss to tail endeavoured to retain some characteristic feature to the bigger model. It carried, however, a traditional front end and was therefore a hybrid. As I had something to do with the front end it could be said that I was a collaborator with Leslie Moore in producing the amalgamation. The Mayflower was engineered by my department and manufactured by Fisher and Ludlow at Castle Bromwich, Birmingham. It was a well-tooled, sturdy little vehicle, but I do not think it carried very much export appeal...
>
> I do not know how many were made, nor have I any idea of the sales analysis and, although I am by no means sure, I should very much doubt if this model managed to amortise its tooling costs."

My "well tooled, sturdy" Mayflower has been in almost daily use for the last 18 months in taking me to and from work. I must confess to having had doubts as to whether it would stand up to this (and having to live outside as well) and I bought a 1958 Standard Ten as stand-by "modern" transport. As things have turned out, I have not had to use the Standard very much, as the Mayflower has had no problems which could not be remedied by a quick admission to the garage and a liberal application of money. Being without a garage of my own and having lost what little enthusiasm I ever had for car-servicing in the open air, I have had several jobs done at an ancient garage in Bristol. It once had a Standard-Triumph agency and the mechanics (who are of mature years) know the car well.

They recently replaced the front suspension top inner wishbone bushes for me. I did this myself about 6 years ago, but the "original" type rubber bushes I used had disintegrated by this summer. I therefore got the garage to use the arrangement of steel and nylon bushes originally devised for the TR2/3 lower wishbone inner bushes (and which I think you can get from the Club's spares department). This was a bit of a gamble, as I had not heard of the top wishbone inner bushes being converted in this way before. The result is

quite satisfactory; although the ride may be very slightly harsher than before, this is scarcely noticeable on good surfaces, and this slight disadvantage is more than outweighed by the greater life-expectancy of the new bushes. The return to light, precise and well-balanced steering, with no abnormal front tyre wear has been very welcome.

In his review of the Langworth and Robson book "Triumph Cars" in Flower-Power No. 35 Alan Fenton mentioned that the list price of the book was £14.95 but that I hoped to get a discounted price for members. The book has, in fact, been remaindered and is now generally priced at around £7.95. It does, however, seem to be in short supply and I have not been able to make any special arrangements for members. If you want a copy, I suggest that you try the specialist dealers who advertise in the usual motoring magazines.

That same review mentions the adverse American reaction to the Mayflower and quotes from one notorious road-test which appeared in a 1953 issue of an American Magazine called "Mechanix Illustrated". I had been looking for a copy of this for some time and was, therefore, delighted to be sent one by John Davy recently. I have passed it on to Malcolm, and no doubt it will be reroduced in a future issue of Flower Power.

Finally, please take notice of the date of the next Annual General Meeting, formal notice of which appears elsewhere in this issue. You are getting plenty of warning this time because, as an experiment, it will be held at the beginning of the 'Flowering season rather than at the end. This will also give you time to consider whether you can help your fellow members by taking on one of the committee jobs or making yourself useful in some other way. There are always things which need to be done, and plenty of ways in which the scope of the Club's activities could be widened, if only more members would devote some time and energy to it. In this connection, we are all deeply indebted to Reg Varney for all the work he has done over the past few years in keeping the spares operation going. Despite his many other committments, he took on this burden as nobody else was willing, and he was reluctant to see the Club fail. The burden has now been passed to John Gogay, to whom we are also grateful. He also has very limited "spare" time and please bear this in mind when enquiring about or ordering spares from him.

PETER BURDGE

SPARES NEWS***SPARES NEWS***SPARES NEWS***SPARES NEWS***SPARES NEWS*** SPARES

On a murky day in Septmeber, John Gogay, his father and myself headed West, down the M4 to Bristol in a hired Luton Transit and collected all the clubs new spares from Reg Varney.

We arrived back at Johns house about ten hours after leaving and unloaded everything in about 15 minutes flat. (On account of the fact that it was cold and wet and we all wanted to get indoors A.S.A.P.)

John has now sorted things out and is ready to take orders. He has also started putting out feelers for more spares, as certain important items are not in stock, e.g. we have no head gaskets (but Peter Burdge is eagerly pursuing a manufacturer who can make some for us).

Copies of the new updated eight-page spares list can be obtained from John Gogay by sending him a stamped self-addressed envelope.

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25 Sandford Road
Sale
Cheshire

Tel.061.973.0176

Dear Editor

As promised on the telephone last week I have put pen to paper again to give an account of the purchase and restoration of my 1951 "Flower" (I had previously written with a fairly comprehensive 'interim' account to your predecessor, but that must have got lost, or not been considered good enough for publication).

It all started in May 1982 when a colleague at work decided to buy a 'pseudo oddie', a 1959 Consul. Memories were sparked off, and local adverts, magazines, etc. scoured for something cheap, older, and which wouldn't be impossible to restore in a small private garage. A 1951 Mayflower was located fairly locally, languishing in the garage of a private house, where it had been for several years; it certainly looked forlorn, fairly grubby, and with definite signs of the metal moth at work. Still it was complete, had all its history from new, including petrol coupons issued during rationing - it had been in one family all its life - plus a van load of spares thrown in with the purchase price.

Arrangements were made for it to be delivered on a wagon and when the morning arrived, the sight of a derelict Flower, perched high above the trees, coming through the roads of a surburban Manchester, set neighbours' curtains twitching. Doing up an ageing Viva or Cortina for my wife to go to work in was one thing; bringing a load of rusty metal in which couldn't be made into anything was something else. Even after its ramp had been lowered the American-style monster truck couldn't shed its burden - the Flower's brakes were solidly on! The monster's winch, and 3 pairs of hands brought about a few judders downwards and the Flower flopped on to my path depositing 3 dustbin bagfulls of its underside onto the floor.

The first few weeks were spent remedying the braking system (thank God it's nearly all Morris 1000 and easy to get hold of!) to make the thing pushable at least. Bleeding out the air proved a problem for a couple of weeks, for some reason, but eventually it worked, and the system has stayed perfect ever since. The next job seemed logically to get the engine to run. Although the car had done about 350,000 miles the present engine had done about 30,000 before it started to fail - a long way short of the 80,000 or so I was led to believe they should do. A new set of cord rings and big end shells were inserted, and all ancillaries checked out and cleaned. It took a week to get the head off (not unusual I've since found out!) but after valves were ground, the day for the big start up came. An almost full tin of 'Instant Start' was needed before the engine was persuaded to run on its own, and then it sounded like a Tommy gun.

Little end trouble was diagnosed and one very bad one replaced. This cured the noise and it began to sound like the sewing machine I was led to believe it should sound like.

Next came the underside: this was in a very bad state but copious amounts of sheet steel and literally hundreds of welding rods later it was sound and showing no signs of flexing. One thing I did learn at this stage is that a small lawnmower petrol tank under the bonnet allowing a gravity feed of petrol to the carb will run the car in and out of a garage a few times on one filling and eliminates fear of explosion when welding the rear end because the normal petrol tank can be removed completely.

Cosmetic surgery was needed to most of the wing edges (plus the v lucky find of one perfect front passenger side wing in a local shi and my first serious attempt at home spraying with a cheap Kestrel spraying outfit from Transpeed (this is super value if you are prepared to spend time brazing back afterwards) turned it into someth resembling a Mayflower. My wife was then enrolled to try her hand at upholstery. She improved so much that by the time the back seat was tackled the finish was at least as good as the original, which incidentally was in Vynide, so was cheap to replace (under £25 for the whole interior). I think that the strongest criticism of the interior is now that it looks too good, and not well used, as it should.

The gear box and back axle seemed O.K. apart from a leaky pinion oil seal, which was replaced by one purchased 'over the Counter' from a local stockist. A little play in the gearchange rods was soon put right by sleeving with thin brass tubing. Front suspension was re-bushed and new front springs altered to suit by a local spring depot (I think they may have come from a Viva) at a very modest charge. Rear springs were re-set at the same time.

The big day for the M.O.T. came in April of this year. A mechanic from our local garage came round with trade plates and drove the car to the Testing Station (still displaying a 1972 tax disc). Fortunately the mechanic was an old car enthusiast and accepted as par for the course the fact that the back axle was complaining loudly and the engine clearly down on power; these things wouldn't affect the test, but it didn't auger well from my point of view. During the test the only comment made was about a little slackness in a top front balljoint, but not enough to warrant failure. It passed!! My sudden feeling of elation was dampened a bit when it would't re-start to get it off the rolling road - pushing a ton off one of those giant mangles isn't easy. The diagnosis was a dodgy fuel pump, but a quick clean out and a large amount of hand priming saw the engine running again, and the car being driven home.

Since then I've used the car just for short journeys to build up some confidence in its ability and to make little adjustments - like putting another back axle in. Although a bit noisy and slow compared to modern cars, it is more fun to drive, gives a better view of the road, and attracts more attention than my Cortina.

I'm not a mechanic and have only D.I.Y. equipment, so the finished product is nowhere near concours. However I do know almost every nut and bolt on it, and find the hundreds of hours work put in have been worthwhile. What I have learned is that you can do anything if you try and I'm sure no 'Flower' is so far gone that it can't be saved. I would like to thank the previous owner, Chris, for all his advice (I think he's still a paid-up member of T.M.C) and if anyone wants to ring to chat about 'Flowers'(or give me a lead to a good pair of bumpers) my phone number is shown above.

GEOFF BASKETTER

I have received a letter from a Mayflower owner in Sri Lanka who has had his car from new. Also enclosed was a copy of his 16 page service history, all very interesting stuff!

I have published here his letter to which I have replied sending him a Flower Power and await his reply. Ed.

Mechanical Engineering Department
University of Moratuwa, Shri Lanka
Katubedda, Moratuwa
Shri Lanka.
18th. July 1983

9749
28 JUL 1983

The Factory Engineer & Manager
M/S STANDARD MOTOR CO. LTD.
Banner Lane , Canley,
Coventry , U.K.

Dear Sir,

TRIUMPH MAYFLOWER (EL 2004, Chassis No. 31698 DL. Engine No. 32327E)

I bought a TRIUMPH MAYFLOWER from the Shri Lanka agents M/S BROWN & CO. on July 14 th. 1953. I have great pleasure to inform you that I am still the proud owner of the car bearing the Registration No.EL 2004 I am still using it . This car has a unique history behind it . I have been the single owner , single driver, & the mechanic of this car for the last thirty years . Except body work for corrosions & paint jobs on this car every other service & repair job on this car has been done by me. The engine of this car was rebored only once and it is only .020" oversize.

I have everything recorded from the point of its leaving the agents Showrooms to date. With the complete record of replacements & repairs with dates I have preserved the history of this car. I have enclosed for your perusal photostat copies of the pages from car record book. I have always been very pleased with its performance and never wanted to part from it. This car has never let me down . The reasons for my affection for this car are the Comfort, Shape of body, Space - Sitting & Luggageand mileage per Gallon of petrol . The gear box in this model is unique , and in my car it is still in perfect condition & can still engage 1 st. gear at 20 m.p.h. speed. Still it has the original seats and now it needs little mending. I have run over 200,000 miles in this car. Recently I gave it a new paint. presently it burns little oil and I feel the cylinders need a second rebering. The water jacket holes in the cylinder head have got corroded and I have thought of replacing the cylinder head . Unfortunately the local agents do not have new cylinder heads and I have no alternative other than requesting you to send me one . I will be much obliged if you can ship me a cylinder head. Prior remittance can be made if you quote the amount by air mail .

I am indeed very proud to mention that I have used this car for the last 30 years with satisfaction . I can certify that this is one of the best models you have manufactured .

Thanking You

I am, sir,
Yours faithfully,
W. Amarasinghe.
W. Amarasinghe

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Although this letter is a year old, I am publishing it to show you the kind of friendly relationship which is being built up between our Clubs. Its a pity that, as a club, we could not muster-up just one 'flower for this years Brighton Show!

9, POOLES COURT
GOODMAYES LANE
ILFORD
ESSEX IG3 9PN.

Mr.M.Bath.,
24 Durnell Way,
Loughton,
Essex.

15-11-1983

THE TRIUMPH ROADSTER CLUB

Dear Malcolm,

just a short note to offer you my personal thanks for all your help and enthusiasm, not just during the recent 'Classic Car Show', but throughout the months leading up to the event. Our joint stand would have been half as successful were it not for your hard work and the end result reflected that fact.

I look forward to many more jont ventures and to working with yourself in the future, now that the 'stage has been set' so-to-speak, I'm sure that our Clubs can and will climb to even greater heights. The degree of co-operation and the compatibility between our Clubs as demonstrated at Brighton has recharged my own enthusiasm and I shall be campaigning for more support like never before !

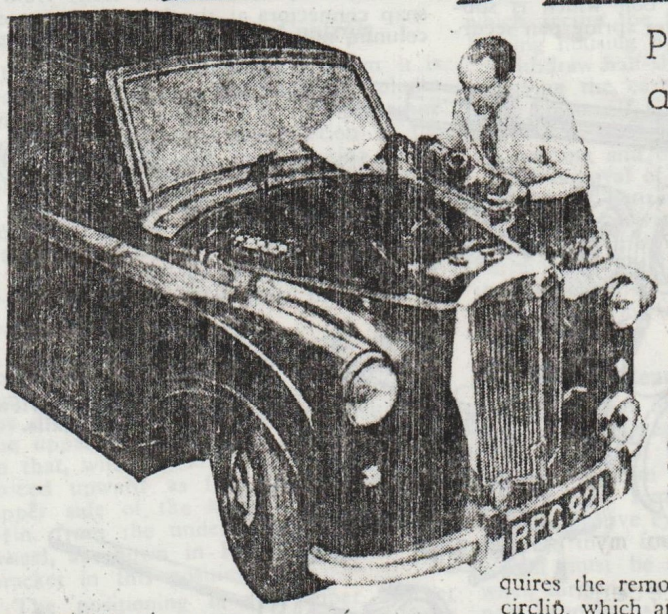
My friends and coleagues in the Roadster Club were sorry to hear of the possible demise of the Mayflower Club, and once again I take the oportunity to offer you the help and assistance of the Roadster Club if and when you can make use of it.

Hope to see you again soon, don't forget that you have an open invitation to our area meetings (baby sitters permitting of course !).

Yours sincerely,
and with kindest personal regards,

BOB BARLEX
Editor : T.R.C. "Review"
Membership Secretary
South Essex Classic Car Club

Overhauling the Triumph Mayflower



Part 2.—Continuation of Details of Dismantling and Reassembling the Gearbox, and Instructions for Maintaining the Steering

(*Continued from page 1040 of the June issue*)

WHILE removing the countershaft and reverse pinion locating bolt, as described last month under dismantling the gearbox, it is important to maintain contact between the tube and countershaft during this operation. The removal of the countershaft will allow the countershaft gear cluster to fall to the bottom of the casing with the tube retaining the rollers.

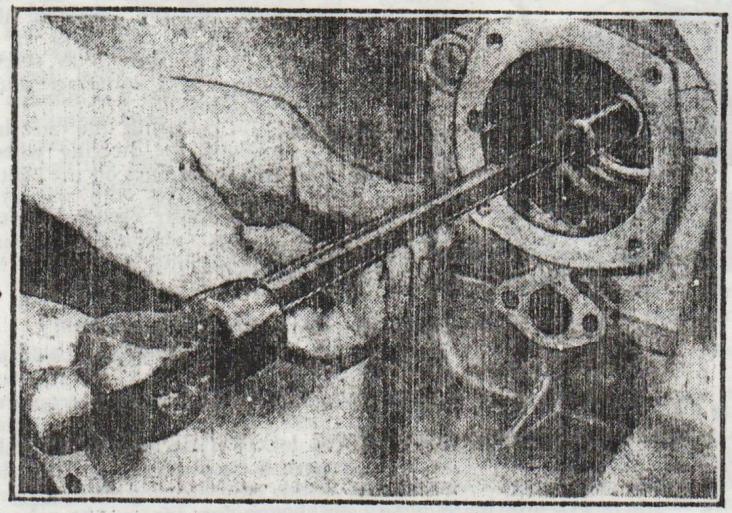


Fig. 13.—Tapping mainshaft assembly and bearing out of gearbox casing.

Remove the gearbox front cover after withdrawal of four wired set screws. Note that these set screws are each provided with a plain and spring washer and between the casing and each plain washer a coil of lead wire is fitted to prevent oil leakage. Tap out the constant pinion ball bearing, utilising a suitably cranked drift, such as is shown in Fig. 12.

Unless it is necessary to renew the constant pinion or its bearing, it is unnecessary further to dismantle this unit. If it is necessary for either of these reasons to dismantle the assembly, the small circlip must be removed with the washer utilising a suitable pair of circlip pliers.

Tap the mainshaft rearward in the casing with a suitable soft metal drift, as shown in Fig. 13, until the rear bearing is free of the casing. The mainshaft can now be tilted, and the "Second" and "Top" synchro unit removed. Note the position of the shorter boss on the hub of the latter towards the rear of the unit for reassembly.

The further dismantling of the mainshaft gear requires the removal of the mainshaft circlip, which at the dealers, will be carried out with a special extractor. In the absence of this extractor the circlip can be severed by a sharp blow with a cold chisel and the use of a strong pair of pliers.

The mainshaft gears can now be removed and the shaft withdrawn. Reference to Fig. 14 will assist in their being assembled in their proper sequence when the unit is built up again.

The countershaft assembly can now be lifted out of the casing with the retainer tube still holding the needle rollers in position. The thrust washers (one at each end of cluster), the larger one at the front and the smaller one at the rear, can now be removed.

Tap out the reverse pinion spindle through the rear of the casing, the locating bolt which also passes through the countershaft having already been removed. This frees the reverse pinion for withdrawal, which it should be noted has its reduced portion towards the front of the unit. Lay aside the two phosphor bronze thrust washers for refitting or replacement, according to their condition.

Reassembly of Unit

Reassembly of the unit will be carried out by adopting an approximately reverse procedure to that described above for dismantling, noting the following points for particular attention:

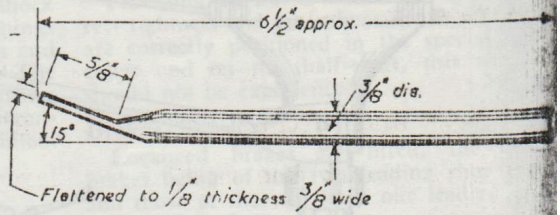


Fig. 12.—Punch for removing mainshaft bearing outer member from casing.

Reassemble the countershaft gears noting the position of these, shown in Fig. 14. Ensure that the 48 needle rollers are in position—24 at each end—and locate them with grease whilst entering retainer tube, if this has been removed.

Position front countershaft thrust washer (the larger of the two) with the tip of the countershaft. The smaller thrust washer can be located with grease. The countershaft gear cluster should be assembled with the countershaft in position temporarily; and check end float, which should be between 0.006in. to 0.010in., if end float is excessive fit new thrust washers. Where the bal

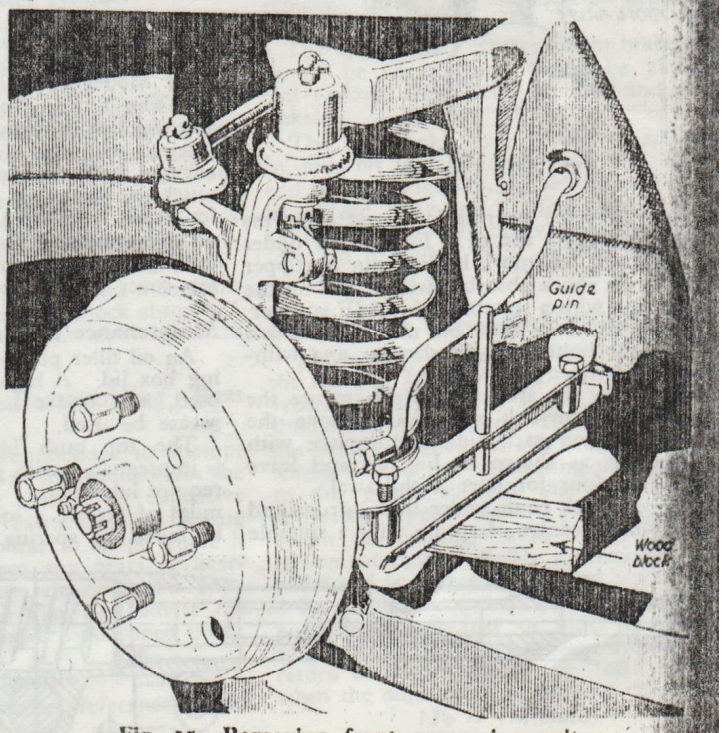


Fig. 15.—Removing front suspension unit.

...ma has to be replaced first locate the ... pin washer on its splines and then ... on ball bearing.

Where synchronisation has been unsatisfactory on the "Second" and "Top" gears the condition of the coned faces in the ...ro hub and on its mating gears should be ensured and if necessary should be lapped together with fine carborundum powder. Similarly the condition of the six ...ro springs should be satisfactory. An ...al load of 19lb. to 21lb. is ...ified at the works, but in- ...ves the use of elaborate ...ipment. The use of a ...ring balance can be employed, ... alternatively this will have ... be judged by manual means, as is ...rmally done in the average garage.

To Remove Front Suspension Unit

Jack up front of car, remove road wheel and place support under jacking bracket and withdraw jack. Disconnect steering outer tie-rod from the steering lever and compress front spring by use of a lifting jack under brake drum. Remove locking nut on upper end of the shock absorber whilst holding the larger nut with a suitable 1¼in. A/F spanner. Remove the four nuts on the studs which secure the bottom of the damper and withdraw unit from below.

Withdraw the split pins which secure the six spring pin bolt nuts and remove the centre bolt on each side and replace with guide pins as shown in Fig. 15 and leave the other four for later withdrawal.

Remove jack from under brake drum and insert under centre of spring with a suitable wood packing to provide clearance for the four shock absorber mounting studs. Withdraw the four spring pan securing bolts not so far withdrawn and lower jack, thus releasing spring pan. All but very early cars are provided with a rebound cable, which is attached to a special bolt which is substituted for the front outer spring pan securing bolt.

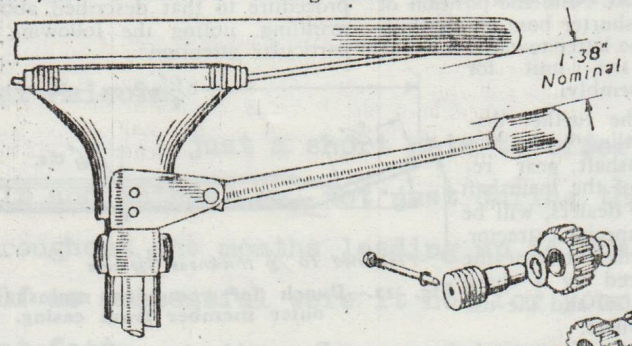
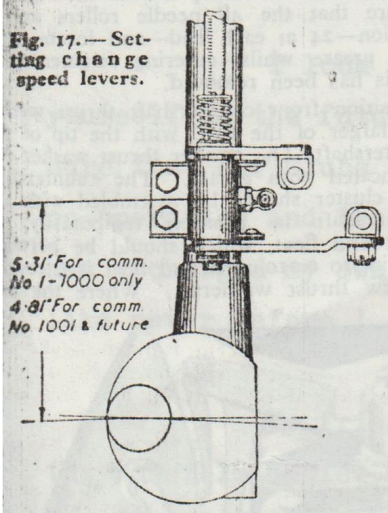


Fig. 17.—Setting change speed levers.



Disconnect the brake hose from the body valance. Under no circumstances should an attempt be made to turn the hose by its hexagonal extremities as this will damage the hoses. The withdrawal of four bolts which secure the top inner fulcrum bracket completes the removal of the unit.

Reassembly of the front suspension involves the reverse procedure to that described above, with the additional necessity to "bleed" the hydraulic system after reassembly.

Steering Gear

The steering gear is the bishop's cam and lever Model T, which has a ratio of 11 to 1. The rocker shaft runs directly in the steering box as shown in Fig. 16. A lever integral with this shaft carries a peg which engages with the cam groove but does not touch the bottom of the groove. Adjustment for wear is effected by varying the depth of engagement. This adjustment is carried out by means of set screw, Fig. 11, in the top cover of the steering box.

Maintenance of Unit

An oil filler plug is provided in the steering box lid. A high pressure oil should be used, and under no circumstances should grease be used.

The top bush in the steering column is impregnated with graphite and should not require lubrication. If, however, after many miles of service a squeak develops, this can be cured by sparing application of oil.

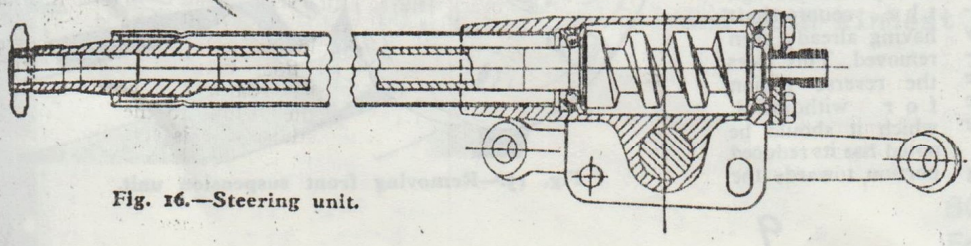


Fig. 16.—Steering unit.

Check that the steering drop arm and ball joints are tight and likewise the bolt securing the steering bracket to the frame

To Remove and Refit Steering Whee

Disconnect the electrical leads from the snap connectors at the base of the steering column, noting the terminals to which each cable is connected. Slacken off nut on live clamping at the base of the steering box. Catch escaping oil in a receptacle. Loosen the three grub screws in the steering wheel and withdraw stator tube and trafficator control.

Unscrew the nut securing the steering wheel before removing the steering wheel, the splined hub and the splines on the centre column should be marked with a centre punch to ensure similar relation after refitting. This correct relation is necessary so that the self-cancelling slots will be correctly positioned.

Fig. 14.—Exploded view of gearbox details.

Remedies for Various Difficulties

Easy steering with excessive backlash or knock can be remedied as follows:

Disconnect the tie-rods from the drop arm (Fig. 16) and set steering on partial lock (not full lock). Grip the lever firmly and try to move it backwards and forwards, whilst preventing the steering wheel from moving, and watch for lift on the wheel. If such end float exists it is due to lift of the cam on the ball bearings.

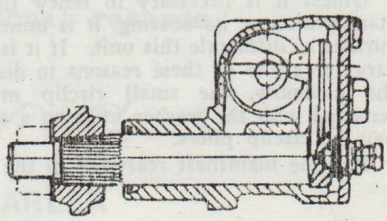
The remedy for this complaint is to remove one or more shims from the end cover a very slight preloading of the bearing balls is permissible.

Bent Steering Column

Whilst slight pulling to one side has little effect on the feel of the gear, a badly bent column, which is causing stiffness, must either be rectified, if this is possible, or alternatively replaced.

Tight Cam Bearings

If an improvement is effected by releasing the four end cover set screws insert an



ditional shim or shims as necessary to ease steering. End play must not exceed 0.0015in. Take care to replace ball cage properly if this comes away when fitting the extra shims and always renew the paper packing if its condition is suspect, otherwise oil leakage may develop.

Fitting Steering Column Controls

Under normal circumstances when it is necessary to remove the steering column controls for any reason the best procedure to adopt is to mark the position of the control brackets on the steering outer column, and it will thus only be necessary to position these brackets so as to permit free movement of control rod in the vertical plane.

When new controls or a steering unit has to be fitted the following procedure is recommended:

Offer up the controls to the steering column and with the upper bracket and the control shaft in the same vertical plane as the drop arm pivot, adjust the position of the upper bracket on the steering column so that, with the knob on the hand lever forced upward as far as it will go, the upper side of the knob is approximately 1¼in. from the underside of the steering wheel, as shown in Fig. 17. Secure this bracket in this position.

The positioning of the upper bracket automatically forces the distance of the lower bracket up the steering column. It being necessary to align it in the same vertical plane as the upper bracket and hence with the drop arm pivot.

After placing the gearbox in "neutral" and with the connecting rods attached to the two operating cross-shafts, place the hand lever at the top of the steering column in a horizontal position and connect the upper ends of connecting rods on their respective levers on the steering column. Adjust the position of the nut on each side of the trunnion attachment on the respective levers as necessary to maintain the horizontal position of the lever (the neutral position) with complete freedom of movement of the control shaft upwards and downwards.

The final proof of the setting of these controls should be ensured by a road test.

Rear Axle

The rear axle is of the hypoid type with semi-floating half-shafts which are mounted on ball bearings accommodated in the axle casing and located endwise against a flange on each shaft by a bearing housing. The bearing housings are each secured with their respective brake back plate to the flanged end of the axle sleeves.

The hypoid pinion is housed in the centre casing being mounted on inner and outer opposed taper roller bearings. The outer race of the inner bearing is adjustable fore and aft by shims fitted between it and the abutment face in the casing.

The hypoid pinion's forward bearing is separated from the inner portion of the outer bearing by the interposition of a distance piece and shims. The shims enable the bearing preload to be adjusted.

Oil sealing is provided in the case of the wheel bearings by a super oil-seal which is fitted in the outer end of the bearing housing and, as far as the nose piece of the centre casing is concerned, a special seal assembly is pressed into the casing. A detachable breather valve screwed into the left-hand side of the casing prevents the build up of excessive pressure.

To Remove and Dismantle Half-shafts, Etc.

Jack up rear of car and remove wheels. Remove brake drums after withdrawal of two countersunk screws. Disconnect brake hydraulic connection at brake backing plate and handbrake lever operating cable. Remove the four bolts and nuts, which secure the brake backing plate and bearing housing to the axle sleeve.

Withdraw half-shaft and remove hub after removing the castellated nut, washer and taper collar. (If a hub extractor is available this will be used before withdrawal of bearing housing and brake backing plate bolts.)

The removal of the rear hub will release the bearing housing and oil seal. The oil seal can be driven out and replaced with a suitable diameter tubular drift—the lipped portion of the seal should fit inwards against the ball bearing. If it is wished to replace the ball bearing it may be removed on a suitable press.

To Remove Rear Axle From Chassis

Jack up rear of chassis frame and fit a support under each rear jacking bracket. Take weight of rear axle on a jack and remove nut from bottom eye of each shock absorber and remove two rubber bushings from respective eyes of these absorbers and separate them from their mountings. The weight must be taken off these absorbers when carrying out this operation. Disconnect propeller shaft from flange on pinion.

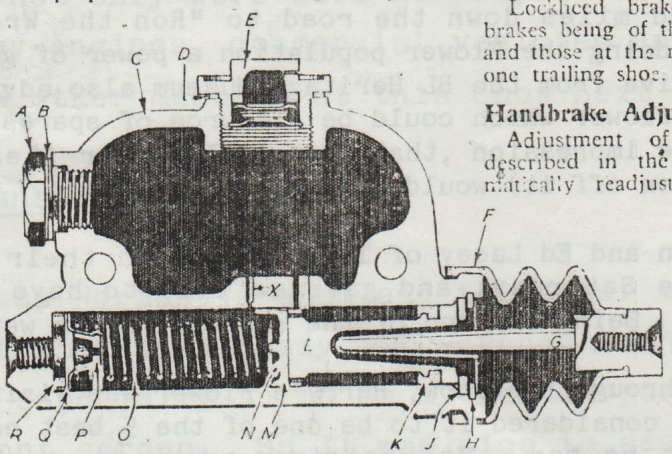


Fig. 18.—Master cylinder.

Separate handbrake lever from compensator at rear of axle and free cable from its abutment by removal of pinch bolt.

Disconnect hydraulic brake pipe from its attachment to rear axle by detaching the two pipes from the "T" shaped adaptor union on the axle and freeing this adaptor from the axle bracket by removal of attachment bolt, thus leaving the adaptor attached to the flexible lead. Catch brake fluid in container when carrying out this operation.

Finally remove the self-locking nuts from the "U" bolts securing the shock absorber/spring plates and lift out the rear axle assembly.

Dismantling and Reassembling Rear Axle

Owners are not recommended to attempt to strip the rear axle as this necessitates the use of a reasonable amount of expensive equipment including extractors and setting fixture. The best course to adopt where it is necessary to replace any gears or bearings is to refer the repair to the local Triumph dealer, who may well advise the installation of a factory-reconditioned unit.

Repairs and Adjustments

Where oil leakage occurs, reference should be made to the following:

1. *Leakage Round Rear Cover Plate.*—Poorly fitting cover plate due to loose bolts or distortion, possibly caused by incorrect location of jack when raising the rear of the car.

2. *Oil Leakage from Front of Pinion Housing.*—Defective oil seal, breather valve blocked, incorrect grade of oil or too high an oil level employed. Before the seal can be changed it will be necessary to detach the propeller shaft from the driving flange and to remove this flange.

3. *Loss of Oil Leakage Past a Defective Wheel Bearing.*—Oil seal will also affect the brake linings and the efficiency of braking. Build up of pressure in the axle casing owing to a defective oil breather will cause this difficulty, as also will too high an oil level or the employment of an unsuitable grade of lubricant.

Loose Rear Hubs

When a rear hub is found to be loose on its respective shaft splines the nut on the axle shaft should immediately be tightened to the appropriate tightening torque—125lbs. ft. is specified. If this precaution is neglected damage will soon be caused to the axle shaft and rear hub splines.

Providing the nut is maintained at its correct tightness and the splines in the rear hub are correctly positioned in the special split collar and on the half-shaft, this trouble should not be experienced.

Brakes

Lockheed brakes are fitted, the front brakes being of the two leading shoe type and those at the rear have one leading and one trailing shoe.

Handbrake Adjustment

Adjustment of the brake shoes, as described in the Instruction Book, automatically readjusts the handbrake mechanism. The brake rods on the back axle are correctly set at the factory and, under normal conditions, they should not require any adjustment, which also applies to the handbrake cables. Where for any reason it is necessary to replace the brake rods or cables, or if it is necessary to remove these, the following procedure should be adopted.

The approximate centres for the brake rods should be ensured and should be 28.69in. and 14.88in. respectively for long and short links.

The handbrake lever should be adjusted by nuts on the yoke piece attached to the end of the longer of the two cables at the handbrake lever end. The normal cable adjustment should allow the handbrake lever to be fully "on" at three or four notches.

Brake Pedal Adjustment (Fig. 18)

The correct amount of free play between the rod (G) and piston (L) is set when the vehicle is assembled at the factory and should not be altered. If the adjustment has been disturbed for any reason, reset the length of the rod connecting the push rod to the pedal, so that the pedal can be depressed approximately ¼in. before the piston (L) commences to move; this free movement can be readily determined if the pedal pad is depressed by hand.

It should be noted that an incorrectly positioned floor mat or other obstruction may foul the pedal and prevent the complete return of the pistons to the "off" position when the adjustment is actually correct.

(To be continued)

NORTHERN CLASSIC CAR SHOW-SEP 84.

25, Sandford Rd.,
Sale, Cheshire.

5 October 1984.

Dear Malcolm

I am writing to let you know that the TMC was represented at the Northern Classic Car Show at Belle Vue in Manchester last weekend. My own car, and the two lovely examples owned by Harry and Ian Hodkinson (father and son) arrived on the Friday night - all under their own steam which was in contrast to some other makes (spotless but trailered!) which I won't mention. By coincidence, all 3 cars were black with red interiors, but that very fact seemed to add to the overall effect. Ian had brought the posts, ropes and Club banner, and a florist friend had let me have some potted plants cheap, so although a very low budget event, I think the stand looked very good.

Saturday morning started slowly, but the crowds soon rolled in and our stand, with lots of photos and information boards about Flowers, attracted plenty of interest. Unfortunately, no paid up members appeared, but several owners of cars undergoing restoration made enquiries - they all went off armed with the latest Flower Power, and so Andy Leachman may have a few new members to cope with. One young Australian came over to let me know that there is a Mayflower 'UTE' (Pick-up) in a very savable state in "Ron the Wreckers" scrapyard on the main highway between Warwick and Stanthorpe, South Australia, so if any of the Aussie members can travel the few thousand miles down the road to "Ron the Wreckers", they have the chance of doing the Flower population a power of good by retrieving it. A representative from the BL Heritage Museum also advised me that they have a surplus Mayflower which could be a source of spares (mainly mechanical) but I gained the impression ,that the complete car (less what the Museum has already taken off it) would have to be removed.

Tom Robinson and Ed Lacey of TROC, both with their wives, helped a great deal on the Saturday, and gave me time to have a quick look round the autojumble. Being the end of the season, prices were very reasonable.

Half-way through the show, Harry's Flower was visited by one of the judges who said he considered it to be one of the 5 best cars in the whole show, which can't be bad. It was given a very thorough examination, but there was some confusion when they announced at the end of the show that Ian's car had been 'Highly Commended'. Both are good, so it could have been either, though I think Ian was first to suggest that they probably confused the Registration Numbers, because as far as we knew, Ian's car was not judged. He had restored both, so it hardly matters.

Although a time-consuming task to undertake (not to say costly for the Hodkinson's who came from Carnforth and Lancaster) we found it very satisfying, but to some degree felt the type of disappointment you felt at STIR when no members came to see us. Now all that remains is to get the posts and ropes etc back to Tom Robinson so they can be used at the Brighton show - then get to work on my Flower to bring it up to something like the standard of Harry and Ian's cars!

Yours sincerely,

GEOFF BASKETTER.

PS there are some photos of the stand still in my camera - if they turn out reasonable (the light wasn't too good at the time) I'll send a copy.

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Back copies of Flower Pow[illegible] can be obtained from M.B. for 20p each and a large S.A.E

The following reports were sent to me by active Club Member Bob Collins - Thanks Bob! (If any of you attend events with your Mayflower, please write and tell us all).

Air Fair Biggin Hill - May

Saturday - arrived at 8.30 - dry and warm. I enjoyed the amount of interest shown in my Mayflower. Many people I spoke to had either owned one, driven one or knew of somebody who had owned one. Two people I spoke to had Mayflowers at the present time. So I did my best to get them to enrol as members of the club, gave the membership forms etc.

Sunday - rained all day - spoke to a few people, one of whom told me of a do-it-yourself Renown kit, at a price I could not refuse. So the day was not lost.(I have a photo of this kit - he must be mad - Ed) Although it was an Air Fair with a good display of aeroplanes there was much to do and see, not only were cars displayed but motorcycles, army vehicles, stationary engines, commercial vehicles and fire engines. So hope to see other members at this show next year.

Bromley Pageant at Normans Park - June

Arrived early - as soon as Norman Wareham and the other members of the TROC arrived, we got the stand ready. The Renowns on the stand were of great interest, especially to me as my Renown parts had now been deposited in my front garden. So it was nice to see how it should look when complete. Many people interested in Mayflowers, one of whom was very interested in joining the Mayflower club so again, did my best to get him to join. Did not get as much time to socialize as I would have liked to have done with the members of the TROC but had to get over to the autojumble to see if I could find any of the missing parts for my Renown. Also having to keep my three young children from touching the Renowns and playing with the dinky cars on the stand,took a lot of time as the wife was run down with flu.

I hope to see more of the members of the TROC at other shows and especially some Mayflower members. I was pleased to have been able to show my Mayflower and hope to be able to do so again.
Will try and send some photographs of the stand (if they come out).

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Plaques for all past rallies (except 1983) can be obtained from me (Malcolm Bath) for 50p plus S.A.E.

20, Ferndale Road,
Coal Aston,
Sheffield.

Oct 20th 1984.

Dear Malcolm,

On behalf of Patricia, Daphne Ed and myself, I am writing to you to say how pleased we were to meet Geoff Basketter on the stand at the Classic Car Show in Manchester at the end of September.

We were made to feel most welcome, and our presence of Saturday enabled Geoff to take a walk around the exhibits.

The three Mayflowers looked most impressive, as did the stand.

Once again, thanks for making us so welcome.

Tom Robinson.
T.R.O.C.

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Its too cold out there to venture very far, let alone in a Mayflower, so I won't tempt you by telling you of any. (The real reason is that I haven't heard of any!)

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Mayflower water pumps, exchange basis approx £30.51 plus £2.30 post/packing (and your old pump).

This is a special 20% off normal price offer. Contact Phil Nichols on 0483-575459 (Guildford).

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TAIL PIPE

National Rally day 1985 will be on July 14th, possibly at Blenheim - again with T.R.O.C.

Easter Sunday April 7th 1985. Combined TROC/TMC/TRC gathering at Broadlands, Hampshire. Home of the late Earl Mountbatten - more details later.

I have just heard from Colin Eastwood of the pre - 1940 Owners Club that John Davy very recently died, following his illness mentioned in the last magazine. More about this in the next issue.

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Once again acknowledgements must be made to the Sheffield Family Robinson, who print and distribute our mag. Also to Janet (honorable wife of Mitsu-nippo owner) and Remington, who together type most of these sheets.

Next issue will be the Winter edition, due out in February 1985.

See you then,
Ed.