

TRIUMPH MAYFLOWER

CLUB

- p 9 Master Cylinder + Carburettor
- p 10 Stainless Steel Exhaust System
- p 10 Clear paint, Mayflower clous
- p 10 Stainless Steel nuts + bolts, etc.



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1983/4.

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The Limes, Tickenham Hill,
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VICE-CHAIRMAN: ALAN FENTON. (Tel: Ex directory)
18, Charthouse Road,
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HONORARY GENERAL AND
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78, Parthian Avenue,
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SPARES SECRETARY. John Gogay, (Tel: Dartford 21493)
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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.

Ed's Bits:

Another year - another mag (my sixth). With the worst of the snow hopefully behind us it's time to look forward to the numerous events lined up for this year, some of which are detailed in this magazine.

Most important is our clubs A.G.M. on Sunday 31st March, details of which appear below.

Thanks to all of you who have sent letters, articles etc., keep 'em coming!

We seem to be bouyant as a club and from the number of membership enquiries^{to} my mothers (one of the glossy mags still has her address for the TMC membership enquiries from when I lived there many years ago). so from the time I collect them from her, and forward them to Andy, there is a slight delay, I am afraid.

In the last few months, I have come across Mayflower owners who have never heard of our club! What car mags, if any, do some people read I wonder.

Enough from me - now read on (M.B.).....

JOHN DAVY

Tom Robinson TROC.

Just after the last mag was printed news reached me of the death of John Davy in November. It was John, who perhaps, more than anyone, guided the many Standard Triumph Clubs to gather at what was to become S.T. International Rallies, it was no doubt the culmination of a long yearned-for dream. I first met John during the preliminary meetings to get STIR 3 mobile. His organising and delegation ability was tremendous and his influence in this direction was to stand all Club Officers in good stead, when, through ill-health, he was unable to lead this field at STIR 9 last September. Unlike many of his contemporaries with S.T. connections (he had worked at Coventry for many years) he did not have scathing remarks to pass about this model or that. His knowledge of the subject was profound. In 1967 he published 'The Standard Car 1903-1963 an illustrated history' assigned a copy of which I was fortunate to receive from him when I visited his home in October 1977. His collection of Standard memorabilia was of great interest to me. I well remember seeing publicity photographs of Renowns in Montevideo and Buenos Aires.

The motoring world and in particular, Clubs such as ours in which he had a great interest has lost a great friend, we shall miss him, but his aims will, I am sure, live on in STIR events.

To his Wife Barbara and Son Christopher we extend our deepest sympathy.

ODD BIT:

Neil Kershaw, member 435, is offering FP members in his area the chance to join a local club for old vehicles, meeting every third Tuesday except December at The Tarn House Motel, Stirton (?), Nr Skipton at 8.00pm.

Also there is to be a rally held on the 7th July 85 for old vehicles. Full details from Neil at his address.

NOTICE OF THE CLUB'S ANNUAL GENERAL MEETING

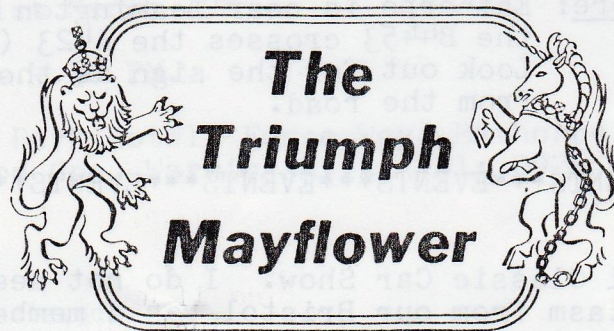
1. DATE: Sunday 31st March 1985.
2. TIME: 2.00.PM - 4.30.PM.
3. PLACE: Eathorpe Park Hotel, Fosse Way, Eathorpe,
Leamington Spa, Warwickshire. Tel: 0926 632245
4. AGENDA:
 - (a) Apologies for absence.
 - (b) Minutes of the last AGM (you will find these on pages 6-8 of Flower Power for November 1983; No. 31).
 - (c) Matters arising from those minutes.
 - (d) Reports from:
 - (i) General and membership secretary.
 - (ii) Treasurer.
 - (iii) Spares secretary.
 - (iv) Rally secretary.
 - (v) Magazine editor.
 - (vi) archivist.
 - (vii) Chairman.
 - (e) Election of the following officers:
 - (i) Chairman.
 - (ii) Vice-chairman.
 - (iii) General secretary.
 - (iv) Rally secretary.
 - (v) Treasurer.
 - (vi) Ordinary member No. 1.
 - (vii) Ordinary member No. 2.
 - (f) Appointment of auditor.
 - (g) any other business.

5. NOTES:

Election of Officers: The posts listed under (e) above all come up for election at each AGM. The present holders are allowed to be re-elected, but usually some of them wish to retire, so there will be jobs available to those who want to play an active part in the running of the Club. Please contact me if you want to know what is involved. The jobs of spares secretary, magazine editor and archivist are filled by people appointed by the committee, so do not fall vacant at the AGM.

Any other business: This is your chance to raise any matters which are concerning you.

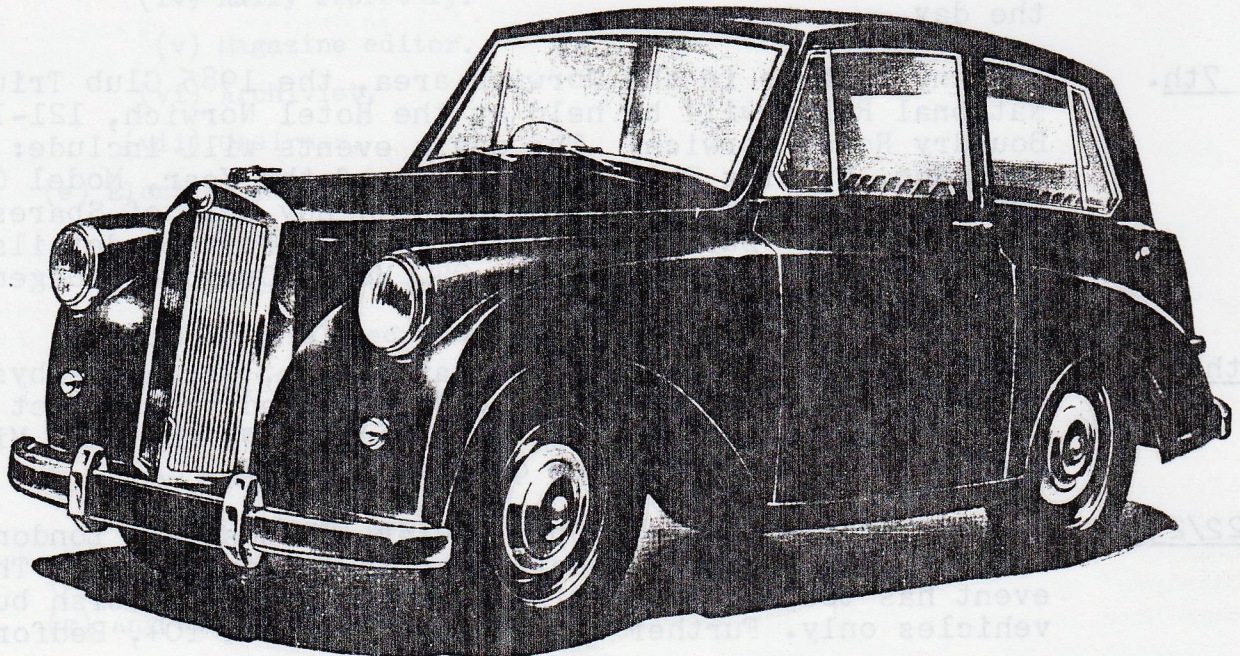
Correspondence about the AGM: Any apologies for absence, informal



STAND 125

INTERNATIONAL MOTOR SHOW, EARLS COURT

(OCT. 22 — NOV. 1)



The Triumph Mayflower possesses all those qualities that go to make the ideal family car. The 1½ litre engine has a fuel consumption of 35 miles per gallon, and a maximum speed of 65 m.p.h. The car is well equipped, roomy, with windows that give a full field of vision. A large boot at the rear will accommodate the family luggage. A car handsome in appearance, easy to garage and fitted with every modern refinement.

The Triumph Motor Company (1945) Ltd., Coventry, England

A subsidiary of the Standard Motor Co. Ltd.

London : 37, Davies Street, Grosvenor Square, W.1.

'Grams: Flywheel, London. Telephone: Mayfair 5011.

112, Garland Road,
Poole, Dorset.

Dear Sir,

For the past few years I have owned a Triumph Mayflower, which I hoped to be able to put back on the road.

Unfortunately, due to a change of job, I now have to move and will have to sell the car, which is at present stored in my garage.

Please could you give me some idea of the value of this car and suggest the best places to advertise, i.e. have you a Club Magazine?

The commission no. is TT25328DL, body by Fisholow No.532192. Reg No.MLJ 958, first registered 1952 - 2 owners listed from new.

The car is grey, but I am not sure if it is the original colour. The bodywork is in good condition with just surface rust on some of the edges. There is no rust underneath the car and the interior is in very good condition.

The engine runs and all electrics etc, work, also the bumpers have been re-chromed.

Many thanks for any help you may be able to give me.

Yours faithfully,

P.J. Gill.

(I replied suggesting a price range of £250 - £1100 and our Mag, Practical Classics and Exchange and Mart as the best advertising media. Ed.)

87, Paddock Lane,
Lewes, Sussex.

Dear Malcolm,

After 17 years I have at last sold my '52 Mayflower. However, the bod who bought it didn't want the spares, so I have for disposal:-

Engine Complete with Dyno and Starter, Carb etc, but minus manifold.

Three Heads (ground down for about 8:1 Comp.)

Rear Axle and Gearbox, Steering Column and Box. Gear Lever Assy. One spare wheel and usable tyre. Windscreen, Sidewindows and $\frac{1}{4}$ lights. Radiator Core. Spare con rods and pistons etc, and other parts of dismantled engine. 2 rear springs, 1 front coil, a collection of hub caps - plating on some is fair. Odd lamps and horns, switches, speedo and dash parts etc.

I will take £30 for the lot if anyone can collect. I also have a workshop manual (hardcover) and spares list - should be worth £10 (o.n.o.)

I think I wrote to Andy Leachman to give him the new owners address (in Sept), but can't be sure now. His name is M.Langford, 32, Second Av, London, W.9.

Should be very glad to have this space in my garage, if you can help shift this lot!

Yours sincerely,
'Dick' Turpin

P.S. I now have a 1962 LANCIA FLAVIA (1500cc) a lovely car!

(Having met 'Dick' at Brighton, I am very sorry to see him leave us. I hope he can handle the extra 'G' force from the Lancia! Ed.)

'Dove Dale'
Nipsells Chase,
Mayland, Essex.

Dear Editor,

I am a recent member and wish to express my appreciation for our interesting Club Magazine, the result of your efforts.

Indeed, were it not for the existence of the Club and the information and spares available therefrom, any restoration of my particular car would be that much more difficult. We all owe a vote of thanks to the pioneering members of our club.

One point which is however fairly apparent is the poor attendance of Mayflowers at rallies. Unfortunately, there is little I can do at this point in time for although my car passed its MOT and has been on the road, a severe overheating problem has meant that it has commenced its 'restoration' ahead of the time I intended for it. Sure enough, SODS LAW meant that one thing led to another and coupled with a severe lack of cash meant that progress has recently been very slow.

There are thus probably many reasons why Mayflowers are in short supply at your rallies and a recent article in Thoroughbred and Classic Cars dealt with this point. A copy is enclosed, but no criticism of the organisers is intended! (See 'Clubman' article opposite).

I did, together with other members of my family attend the rally at Blenheim Palace in 1984 for a short spell. The few Mayflowers there gave me a good deal of encouragement and showed me what could be achieved in time. Where do you start first?

My car was virtually complete and running when I bought it. The only bits missing as far as I could see was a trafficator and the chrome cover for the starting handle hole in the radiator.

Why did I buy it? My heart ruled my wallet and commonsense at the time I was looking for a car for the wife. She is still without her car, but I now have two!

In conclusion if I can possibly get to rallies I shall do, even though the Mayflower may not be able to attend. The vast majority of members of the Club must surely appreciate the efforts of the Organisers, although their praise is rarely sung.

Yours sincerely

Shaun Spooner.

P.S. Should anyone want trafficators, I believe there are still a few to be had from my local Junk Yard and I am willing to get them if necessary. Also, If I can help by doing a job for the Club, however small, please contact me. Shaun.

(Thanks for your letter Shaun, it gave me a lift at this dead time of year. I hope to see you at some of the 1985 events - the AGM even(?)
-Ed.

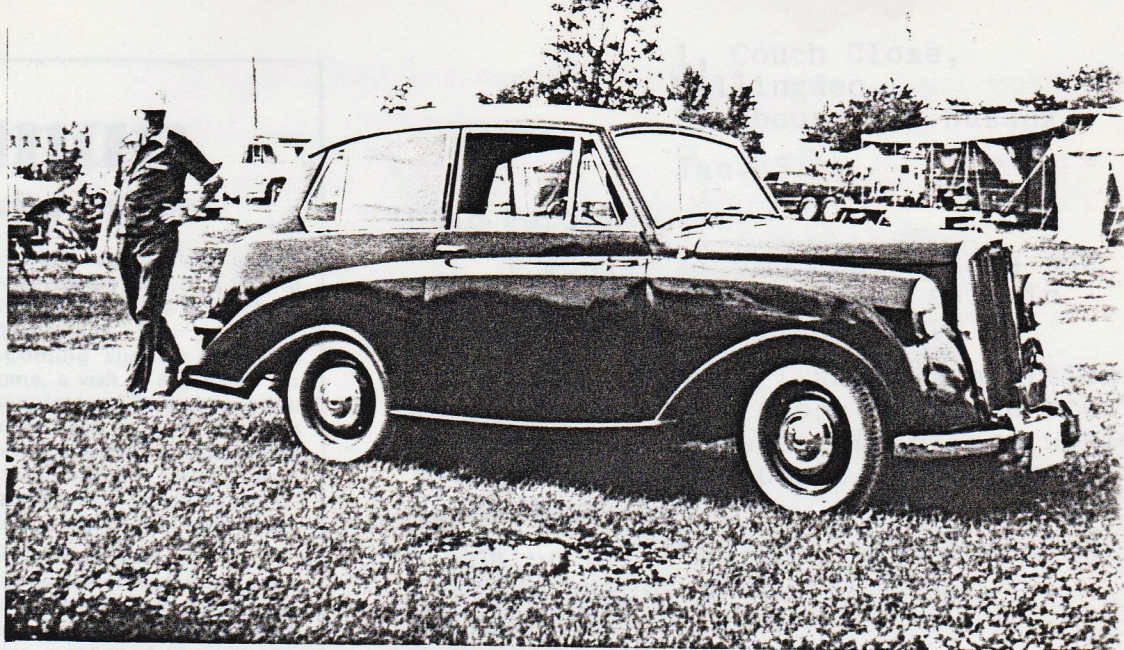
Dear Cynthia,

I had intended to publish your latest letters in this issue, but Janet is still typing them!!

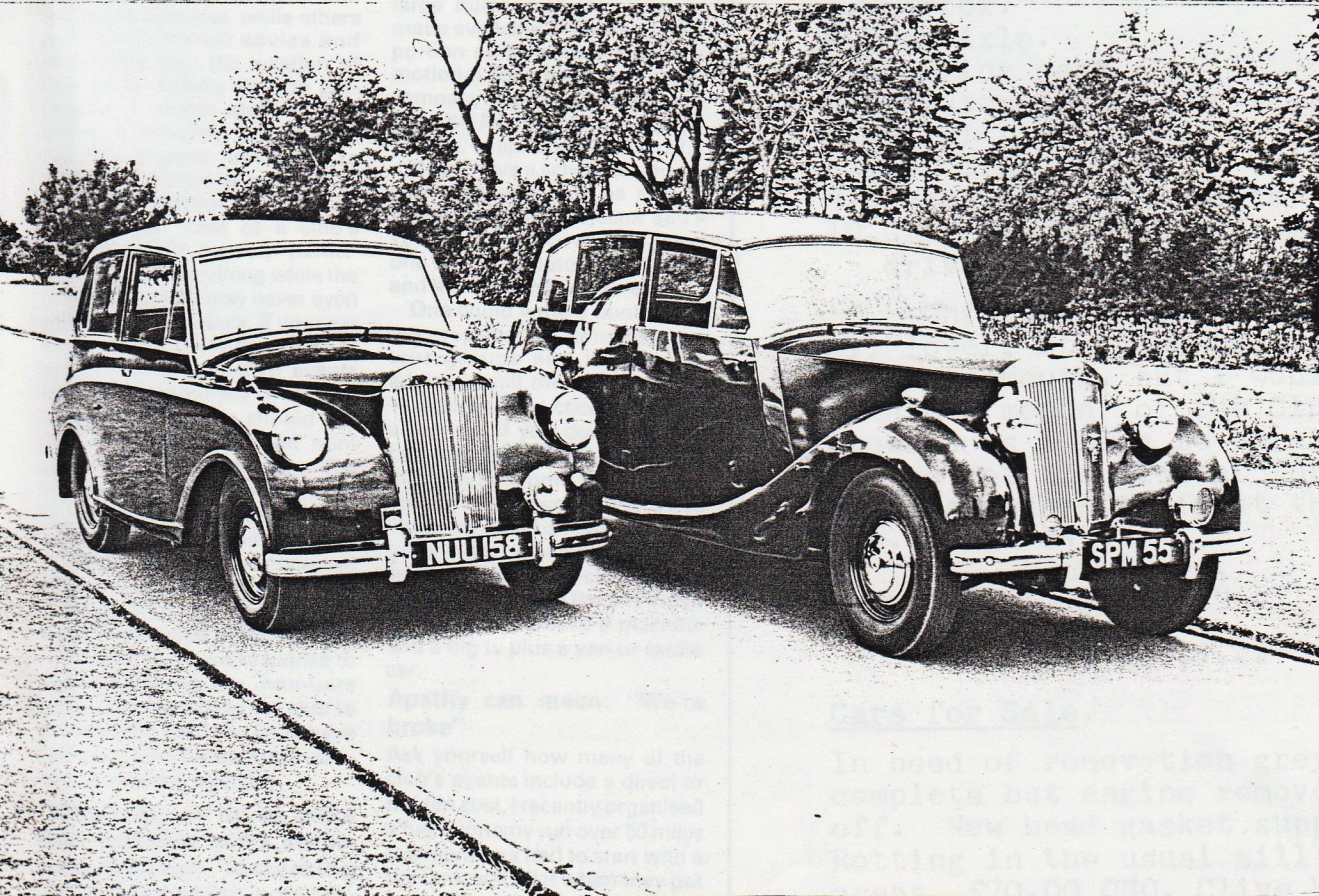
She should be finished by the May issue (hopefully) so don't give up hope.

Malcolm.(Ed.)

Member No.204 -
A.Rostron's 1951
flower. Taken in
August 1984 at
GUELPH, ONTARIO.
The door handles
suggest that its
an earlier model.



'Ours' &
'Theirs'.
Your
Editors
cars as
photo-
graphed
by the
Practical
Classics
Magazine.



Another defunct marque...
a 1953 pillarless, hood-
less, engineless, floor-
less TRIANG one-seater
run-around. Your Editor
with his first car.





'Dove Dala'
Hippella Chase,
Wayland, Mass.
1933

of maintenance for
the car.
Member Howard
A. Reston's 1930
flower taken and the
August 1984 at
QUEBEC, ONTARIO, and
The book handles
suggest that it is
an earlier model
than it is.
ended for it.
other but coupled
belong but rather
very much younger

photo-
graphed
for the
Classics
Magazine.



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blank**

Yours sincerely,
Shawn Spooner.

P.S. Should anyone want trafficators, I believe
to be had from my local junk yard I am
necessary. Also, if I can be of any
small, please contact me.



Another behind
a 1931 pillarless, hood-
less, engineless, floor-
less TRIANG one-seater
run-around. Your Editor
with his first car.

letters in this issue,
t'not as (lylufepoh) en

Clubman

Apathy is not always criticism

I have been asked to expand on one of the most de-motivating aspects of managing or administering a motor club — APATHY! As mentioned in a previous article, car club magazines frequently comment on 'poor support', 'lack of interest' or 'we would have thought more members would have ...'.

When a person sends off a cheque to join a car club, his or her participation in the club's activities is a matter of personal choice. Some people join a car club for financial benefits and insurance schemes, while others join for technical advice and assistance with the location of rare parts. Others want to participate in motor sport or just attend a monthly 'noggin and natter'! Others just want to 'belong and show support'.

It is a worthwhile rule of thumb that ten per cent of a club's members will actively participate in almost anything while the other 90 per cent may never even put in an appearance. If your car club is offering a wide variety of activities and attractive events locally and nationally (if you are large enough), you should not take non-attendance and non-participation as a criticism. The ultimate criticism is 'cheque book criticism', ie non-renewal. A monthly analysis, and probably a postal survey of non-renewed members, can be very revealing.

Motor club secretaries and executives report that they even meet apathy in non-response to surveys asking the members what they would like the club to provide! It is better by far to have just one item on the next committee meeting agenda:-

"What can we do to make club activities more attractive without increasing costs? Organise non car-related activities.

One reason why people do not come to club evenings is because 99.9 per cent of all the conversation revolves around camshafts, carburettors and the like! This is so absolutely diabolically boring to any motoring enthusiast's partner that the member is soon faced with the alternative of attending the meeting alone, staying home with the partner or pursuing some other activity with the partner outside the club programme.

The following are some of the activities pursued by car clubs that have attempted to solve the problem: a visit to the local brewery, group visits to the theatre or an interesting film, circus, pantomime, etc, visit 'behind the scenes' of local airport (very popular), visit to newspaper printing works, visit

to police headquarters, even a cross-country hike or a visit to Boulogne or Calais to purchase cheap plonk!

Coming slightly closer to home, a visit to any major car manufacturer is an education these days, and no car club should be so full of conceit that it feels unable to take its members to a local factory manufacturing cars of a rival make.

Films and video

If a member of the club can spare the time to write to the oil companies, tyre manufacturers etc a large number of films can be made available. A very high proportion of films have their promotional films hired out by one company: Guild Sound & Vision, Oundle Road, Peterborough, Cambs, telephone 0733 63122.

If you have a school teacher in your club you may be able to borrow a 16mm projector and if you have a choice always select one that has automatic lacing, and do not forget the screen!


One could write a book about the projection of films by amateur groups and the easiest advice is still the oldest advice — read the instructions and have a pre-run. If you don't you will find that the last user managed to rewind the print back to front and upside down — just try to work out how to rewind that to get it right. You will see members with their eyes closed twirling their fingers in the air! Video is easier if you have a machine and a big tv plus a van or estate car.

Apathy can mean: "We're broke"

Ask yourself how many of the club's events include a direct or hidden cost. I recently organised a fuel economy run over 50 miles but members had to start with a full tank and fill it when they got back. Several members said: "I couldn't afford to buy 12 gallons for an afternoon's fun" — point taken.

Dinner dances don't stop with the cost of the ticket — there is the baby sitter, drinks, taxi or accommodation and so on. It can cost over £50 for two people to get out to a social function these days even before they buy tombola tickets. Many of us just don't have that sort of money to respond to every new activity dreamed up by the very lively young social secretary.

An evening in a pub can cost £10 including petrol and it is all too easy to drink too much and get banned — 80mg is very little if you get to the pub at 8.30 and leave at closing time.

So plan more activities that don't cost much or are free and you will do a lot to break the apathy barrier. 

1, Couch Close,
Willingden,
Eastbourne, E.Sussex.

Jan.85.

Dear Malcolm,

I wonder if you could place the following under spares for sale in the next edition of the Mag.

Unfortunately I am in a position where I need to dispose of these pretty quickly, so any reasonable offers would be accepted. The parts available are as follows.

- 1.Engine block & sump. bores look OK
Valve guides poor.
- 2.Crankshaft.
- 3.Gearbox.
- 4.Rear Axle.
- 5.Steering gear.
- 6.Radiator & Radiator shell.
- 7.Petrol tank.
- 8.Boot lid.
- 9.2 complete front doors.
- 10.Grey leather seats - good leather.
drivers sit-upon missing.

Unfortunately I have had to sell my Flower, its gone to a gentleman in Bournemouth, but I would like to remain a member of the Club for the present as I hope to obtain another in the not too distant future. Am running modern stuff at the moment, but.....one day!

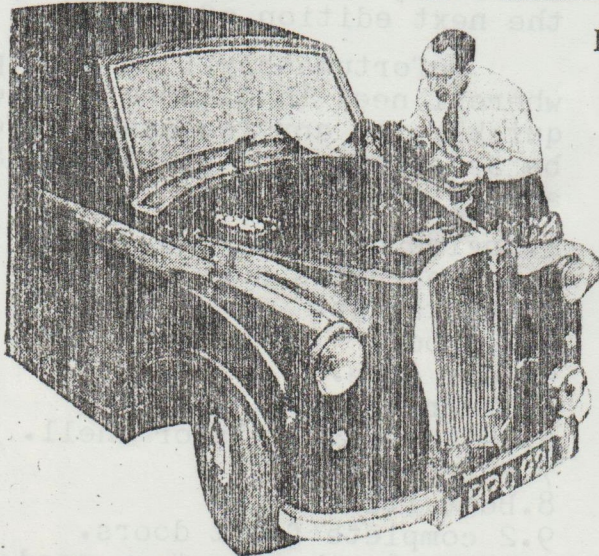
Yours,
Gordon Neville.

Cars for Sale.

In need of renovation grey flower complete but engine removed and head off. New head gasket supplied. Rotting in the usual sill and arch areas. £70.00 ONO. Clive Woodcock, 64, Arbor Way, Chelmsley Wood, B'ham. Phone: 021 770 2382.

1952 Mayflower stood since 1968. 42,000 miles. Rot in usual places. open to offers but doesn't sound too dear. Green interior. Mr.Fallows (P4 Rover man) Woodbine Garage, Sinfin Lane, Derby. Phone:Derby770662 Garage.766074

Overhauling the Triumph Mayflower



Part 3.—Removing and Reassembling the Master Cylinder and Adjusting the Carburetter

(Concluded from page 42 of the July issue)

Removing the Master Cylinder

DISCONNECT the pressure pipe from the cylinder, remove the fixing bolts and detach the rubber boot (F), Fig. 18, from the cylinder (C), leaving the boot and push rod attached to the brake pedal. Unscrew the filler cap (E) and drain fluid into a clean container.

To dismantle the master cylinder, push the piston (L) down bore of cylinder to release pressure on piston stop (J), then remove circlip (H) and piston stop. Withdraw piston, rubber cup (M), return spring (O), valve body (Q), complete with rubber cup (P) and rubber washer (R). Using fingers only, to prevent damage, remove the secondary cup (K) by stretching it over the piston flange.

Reassembly of Master Cylinder

Thoroughly clean all rubber parts in Lockheed brake fluid only. All traces of petrol, paraffin or trichlorethylene, used on metal parts must be removed before reassembly. Examine all rubber parts for damage before reassembly. It is generally good practice to replace all rubbers as a matter of routine, when rebuilding a master cylinder.

Note the following:

1. Ensure that the by-pass port (X, Fig. 18), is clear by probing with a piece of 23 s.w.g. wire or smaller. Access to this port may be obtained through filler cap orifice.

2. Immerse all parts in brake fluid and assemble.

3. Fit the secondary cup (K) on piston so that the lip of the cup faces the piston head. Work the cup round the groove gently with the fingers thus ensuring it seats properly.

4. Locate the rubber washer (R) in the bottom of the cylinder bore. Fit the rubber cup (P) in the metal body (Q) and assemble the body on the larger end of the return spring. Assemble the retainer (N) on the smaller end of return spring and insert the assembly in the cylinder so that the valve body is in contact with rubber washer.

5. Insert the main cup (M) in the cylinder, lip foremost, without damaging or turning back the lip.

Refitting the Master Cylinder

1. Insert the push rod (G, Fig. 18) in the piston (L) and assemble the boot (F) on the cylinder (C) so that the breather hole in the boot is at the bottom with the master cylinder in its fitted position.

2. Fit the master cylinder to the mounting bracket, picking up the adjustable push rod attached to brake pedal.

3. Check the pedal adjustment, as

6. Push the piston (L) into the cylinder, avoiding damaging or turning back the lip of the secondary cup (K). Insert piston stop (J), circlip (H), ensuring that it beds evenly in its groove.

7. Fill the reservoir with clean Lockheed brake fluid and test the master cylinder by pushing the piston inwards, allowing it to return unaided; after a few such applications fluid should flow from the outlet

each cylinder operates one shoe only.

To Remove the Front Wheel Cylinder

1. Jack up the vehicle, remove the wheel and back off all available adjustment and withdraw brake drum after removal of two grub screws.

2. Pull one of the brake shoes against the load of the pull-off springs away from its abutment on the closed end of the adjacent cylinder and slide "Micram" mask off the piston cover of the operating cylinder. On releasing the tension of the pull-off springs, the opposite brake shoe will fall away.

3. Remove the flexible hose adopting the procedure given in the "Front Suspension" instructions.

4. Remove the banjo bolts on both cylinders and withdraw the banjo adaptors complete with the bridge pipe.

5. Remove the nuts and withdraw wheel cylinders from back plate.

Refitting Front Wheel Cylinder

Position the wheel cylinder on the back plate and secure in position with nuts and spring washers. Fit the bridge pipe and banjo connections on the wheel cylinders, providing the banjo bolts with new copper gaskets to ensure pressure-tight joints. Refit the flexible hose into the banjo connections, using a new copper gasket and tightening securely. Mount the opposite end of the hose in the wing valance. Reassemble brake shoes, locating the "Micram" adjusters in the slots in the leading tip of each shoe, with the masks in position. Fit the brake drums, "bleed" the system and adjust the brake shoes. Check hydraulic system for leakage from the various unions whilst applying the footbrake hard.

Rear Wheel Cylinder

The rear wheel cylinder is fitted in an elongated slot in the rear back plate, and is free to slide in the slot between the tips of the brake shoes which are of the leading and trailing shoe type.

Removal

Jack up the vehicle, remove the wheel back off all available adjustment, disconnect the rod from the handbrake lever and then remove the brake drum after withdrawal of two screws. Remove the brake shoes as explained for those fitted to the front wheels.

Unscrew the banjo bolt securing the banjo adaptor to the wheel cylinder, disconnect the rod from the handbrake lever and remove the rubber boot. Swing the handbrake lever until the shoulder is clear of the back plate and slide the cylinder casting forward. Pivot the cylinder about its forward end and withdraw the rear end from the slot in the back plate, a rearward movement of the cylinder will now release the forward end from the back plate.

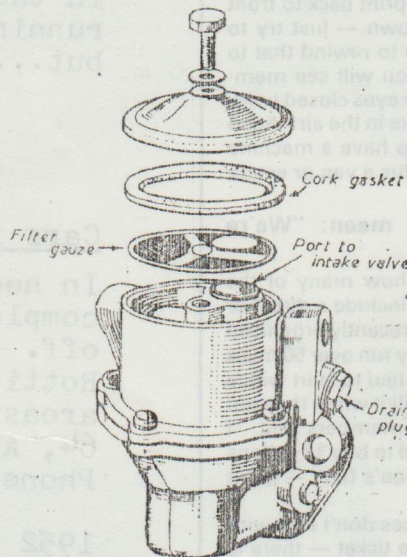


Fig. 19.—Exploded details of fuel pump.

described above, and "bleed" the system.

4. Ensure that there is no leakage in the hydraulic system by applying the pedal hard whilst an assistant inspects the various unions in the pipe line.

Front Wheel Cylinders

The front wheel cylinders are firmly secured to the back plates inside the brake drums and between the shoe extremities. One cylinder is mounted at the top and the second at the bottom of each back plate and

Testing the Petrol Pump (A.C. Type "Y")

With the engine switched off, disconnect the pipe to the carburetter at that unit's end, leaving a free outlet from the pump. Turn the engine by hand when there should be a well-defined spurt of petrol at every working stroke of the pump, i.e., once every two revolutions of the starting handle.

If this test proves negative, before condemning the fuel pump ensure that the petrol pipe from the pump to the tank is not sucking air, or that it is restricted by the disintegration of the inside of the flexible coupling.

If the petrol pump, the detachable components of which are shown in Fig. 19, is established as being responsible for the trouble it should be ensured that the cover gasket is in good order and that there is no question of an air lock. It is necessary also to clean the filter gauze and reservoir uncovered by the latter's removal.

Details for further dismantling of the petrol pump are outside the scope of this article and you are recommended to refer the repair of the unit to Messrs. A. C. Delco Ltd., of Dunstable, or to one of their local agents.

Petrol Pump Pressure

This has an important bearing on petrol consumption. The specified pump pressure is 1½ to 2½ lb. and if this is substantially exceeded it will overcome the resistance offered by the needle valve in the float chamber of the carburetter. Where pump pressure is excessive, its effects will obviously be more noticeable at fairly high speeds and the smell of petrol when driving the car, associated with heavy petrol consumption, is a sign. To reduce pump pressure extra packings can be fitted between the petrol pump and cylinder block thereby reducing the stroke of the plunger.

The Carburetter

A Solex Carburetter, Type 30 FA.10

(see Fig. 20), is fitted to the engine and the jet setting used is:

21 choke tube (K), 105 main jet (G), 220 air correction (A), 2.0 air bleed for pilot (U), 45 pilot jet (g), 2.0 needle valve (not shown), 120 starter petrol jet (Gs), 4.5 starter air jet (GA). (With later models 8 m.m.)

Adjustment of Carburetter

The jet setting employed with the car-

Slow Running Adjustment

The idling or pilot jet (g) provides the necessary output for idling. The slow-running screw mounted on the abutment plate of the throttle lever limits the closing of the throttle and fixes the idling speed.

The mixture adjustment (W) permits the amount of mixture supplied to the engine to be varied. By turning it anti-clockwise it is increased and vice versa.

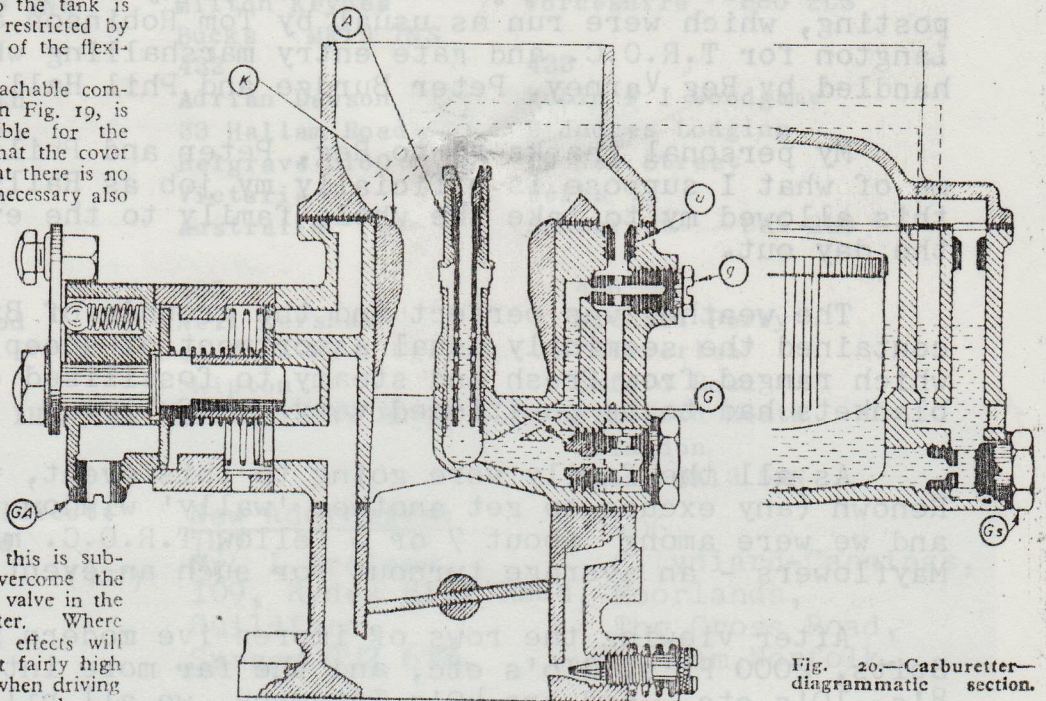


Fig. 20.—Carburetter—diagrammatic section.

buiretter is that decided for all round performance and economy after numerous experiments at the factory in collaboration with Messrs. Solex. It should not be altered without sanction of the manufacturers or Messrs Solex, who are always willing to advise.

Poverty of mixture may be recognised by the irregular behaviour of the engine and a tendency to stall. Over-richness will cause the engine to "hunt" and tend to stall when the hunt becomes excessive, it will also be associated with black smoke from the exhaust which smells of petrol.

Small Offerings

JS Exhausts are offering a full stainless steel exhaust system for the Mayflower 1950-53 for £108.00 including VAT and despatch.

.....

Matco Motor Factors, 138 Walton Road, Liverpool, L4 4AY 051 207 2858 are offering cheap paint acrylic and cellulose and superfast - these pieces look good, available in our colours.

.....

SIP Industrial Products Ltd., Loughborough 0509 503141 are offering a ~~GMXX~~ (Whoop) guide on MIG welding

.....

Concours Fine Arts, Lichfield 0543253697 are offering art work to members and their cars.

.....

Keith Latham of Nelson, 0282 692937 is offering cut-away illustrations of members cars of superb quality and detail.

.....

Matchbox Toys Ltd., Middlesex - 01 805 4567 are producing a special limited addition of models of yesteryear. This set contains 6 old motors - 1909-12 for about £75.00 plus postage, minus 10% for club members.

xxxxxxx

Ian Jones of Manchester - 061 998 9211 is offering stainless steel fasteners nuts and bolts etc, to members at good prices. Phone for catalogue.

S.T.I.R.IX. Sept 2nd 1984.

This years S.T.I.R. rally was held in the delightfully informal setting of Broughton Castle, Banbury, Oxfordshire.

Our allotted club jobs were the Dinky Concours and sign-posting, which were run as usual by Tom Robinson and Stewart Langton for T.R.O.C. and gate entry marshalling which was handled by Reg Varney, Peter Burdge and Phil Hall for T.M.C.

My personal thanks go to Reg, Peter and Phil for relieving me of what I suppose is officially my job as Rally Secretary. this allowed my to take the whole family to the event and enjoy the day out.

The weather was perfect and the grounds of Broughton Castle contained the seemingly usual assortment of sheep sh droppings, which ranged from fresh and steamy to fossilised crunchy - picnic blankets had to be positioned very carefully!

As all the family were going to this event, we took the Renown (any excuse to get another 'wally' window sticker for it) and we were among about 7 or 8 fellow T.R.O.C. members and 3 Mayflowers - an average turnout for such an event.

After viewing the rows of impressive modern machinery - stags, Spits, 2000 PI's, GT6's etc, and the far more interesting Vanguards, 8's, 10's etc., and pre 40's Triumphs, we all piled into our TDC and joined the queue for the driving tests. (It must have looked a bit strange with a green 6ft tall Renown full of people and a driver in his decaying favorite beany hat amongst a row of 3ft tall spitfires and stags full of trendies!)

The fortified house which is Broughton Castle, is a delightfully uncommercialised place with secret staircases (which the children were allowed to use) and lots of old world charm, but without the roped-off, keep-off and do-not-touch atmosphere of many such grand establishments. T.R.O.C. membership secretary Bob Parsons was definitely highly impressed from the approving mumblings which I overheard.

Ed and Daphne Lacey were doing their usual spares business as the afternoon progressed and the final concours Judging drew to a close. It was strange that they did not include a Mayflower in the final line-up, as Ian Hodgkinson and his father both had their superb cars there.

One highlight of the day for me was in meeting Walter Wolentarski and his wife from America. Walter is the Mayflower man in the Vintage Triumph Register of America. Very nice to see you both.

As the day drew to a close, just a few rain drops fell and we all packed up and headed home with a feeling of a nice end to the Rally season (for most of us).

Apart from those previously mentioned, we at T.R.O.C. and T.M.C. would like to thank all those who organised and made S.T.I.R. IX an enjoyable day out.

Malc Bath.



'Dove Dala'
Hippella Chase,
Wayland, Mass.
1933

of maintenance for
the car.
Member Howard
A. Reston's 1930
flower taken and the
August 1984 at
QUEBEC, ONTARIO,
The book handles
suggest that it is
an earlier model
than it is.
ended for it.
other but couple
belong but rather
very much younger

photo-
graphed
for the
Classics
Magazine.



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Yours sincerely,
Shawn Spooner.

P.S. Should anyone want trafficators, I believe
to be had from my local junk yard I am
necessary. Also, if I can be of any
small, please contact me.



Another behind
a 1931 pillarless, hood-
less, engineless, floor-
less TRIANG one-seater
run-around. Your Editor
with his first car.

letters in this issue,

(hopefully) en