



TRIUMPH MAYFLOWER CLUB



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1985/6.

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

VICE-CHAIRMAN: TERRY GORDON.
12, Manor Close, Houghton,
Preston, Lancs.

HONORARY GENERAL SECRETARY: MELANIE STONE. (Tel:0278 722322)
The Old Vicarage, Mark Road,
Burtle, Bridgewater, Somerset. TA7 8NJ.

HONORARY MEMBERSHIP SECRETARY: EDITH WEBBER.
31, Phillips Avenue,
Exmouth, Devon.

HONORARY TREASURER: MIKE WEBBER.
31, Phillips Avenue,
Exmouth, Devon.

HONORARY RALLY SECRETARY: SHAUN SPOONER. (Tel: Maldon 740708)
'Dove Dale' Nipsells Chase,
Mayland, Essex.

HONORARY 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 ARCHIVIST: STEPHEN PARNELL.
Stag Cottage, Wootten Courtenay,
Nr. Minehead, Somerset.

ORDINARY MEMBER No.1. RON HAGGER, (Tel:0582 840643)
6, Old Watling Street, Flamstead,
St. Albans, Herts.

ORDINARY MEMBER No.2. REG VARNEY,
32, Mackie Road, Filton,
Bristol, Avon.

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 day.

Ed's Bit, •

The season of events and rallies is upon us again and there are plenty to choose from. The main event is of course the combined T.R.O.C and T.M.C. Rally which is at Blenheim Palace this year on Sunday July 14th.

Back in March about 14 of us attended an extremely enjoyable, fruitful and lighthearted A.G.M. at Eathorpe.

All committee posts are filled - some welcome new faces amongst them, so once again we are sailing along on a high compared with a few years ago.

I have been asked to reprint some technical and 'inter-changeable' spares type articles from previous years issues of our Mag, so I will try to include them when possible.

As this is a bumper issue, I will cut my chat and just say - See you at Blenheim.

*SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES*

John Gogay is keeping himself busy in deepest Dartford and has the following offers to tempt the crinklies from the wallet:-

Water Pumps John is having these re-built and is offering them at around £20 each, exchange.

Cylinder Heads It may be possible for these to be reconditioned (re-welded etc) for approx £50. each.

Reconditioned Engines John is prepared to offer complete reconditioned engines for approx £250.

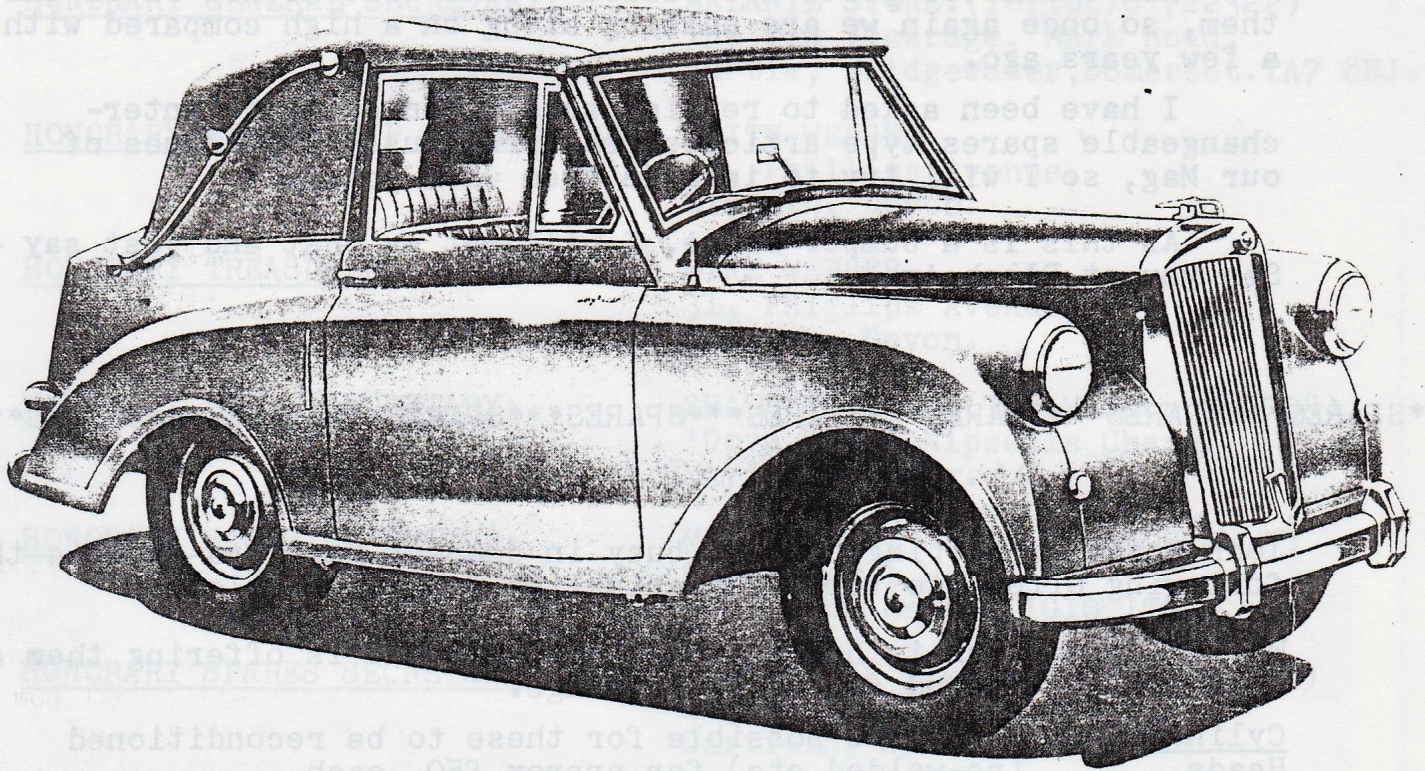
Enquiries for the above should be directed towards John, whose phone number and address are printed inside the front cover.

(I hear that the club had just received a shipment of spares from New Zealand! This includes head and sump gasket sets. I wonder how many other sources of spares there are in the forgotten far-flung corners of the ex-empire - Ed.)

If any members hear of potential sources of spares, for example B.L., B.M.C., B.L.M.H., Triumph etc. dealers, who are giving up their dealership, please let John know. We will all need spares eventually, so ears to the grapevine please!!!

Hughes of Beaconsfield (A Mercedes-Benz and Toyota dealer) are after a Mayflower for a 1955 'street scene' in their showroom for one week from 28th June. Anyone in the Buckinghamshire area interested should phone Andy Flaxman on 049 46 2141.

*All that's best
in Britain...*



The Triumph Mayflower

DROP HEAD COUPÉ

STAND 145

INTERNATIONAL MOTOR SHOW, EARLS COURT

(OCT. 18th — 28th)

Manufactured by

The Triumph Motor Company (1945) Ltd., Coventry

A subsidiary of the Standard Motor Co. Ltd.

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

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

CHAIRMAN'S LETTER

For the first time in many years, things are looking up. There has been an infusion of new blood into the Committee. This began with Andy Leachman and John Gogay, who bravely took on the jobs of Secretary and Spares Secretary respectively when the Club was at a very low ebb, and have seen us safely through a difficult time. I am now happy to welcome three more newcomers to the Committee. To show that speedy promotion is possible, Terry Gordon found himself simultaneously joining the Club and becoming its Vice-Chairman; we hope that he will find an opportunity to apply his computing skills to the Club's administration. A similar meteoric rise to high office was experienced by Melanie Stone who, having volunteered to take the minutes at the AGM, was considered indispensable and was appointed to the post of General Secretary. For some time this post had been combined with that of Membership Secretary, but it now seems convenient to separate them again. Stephen Parnell said he was interested in the history of the Mayflower, so was promptly elected archivist. Another member (who was unable to attend the meeting) had offered to help and, if he accepts the post, he will be our new rally secretary. I hope that all our new officers will enjoy their duties.

The Club owes to those officers who stood down at the AGM a great debt of gratitude for all they have done on behalf of the Club. Despite working an 8-day week, Andy Leachman managed both to keep the membership side of things running and to reorganise its paperwork. Malcolm Bath has been Rally Secretary for as long as I can remember (maybe even longer) and has usually ended up having to bear the entire burden of the rally arrangements himself. He has, nevertheless, stayed enthusiastic and efficient. To avoid the risk of idleness, he is continuing as newsletter editor. Alan Fenton is, I think, the only Club member who has attempted a crossing of the Alps in a three-wheeler. He has been a stalwart supporter of the Club for years and is now relinquishing custody of the archives. We greatly value his enthusiasm and look forward to seeing him arrive at events in unusual forms of transport. We are fortunate to be retaining the skilled services of Mike Webber, as Treasurer. His better half, Edith, is the new Membership Secretary, so much of the administration will now be under one roof. Reg Varney and Ron Hagger will continue their quiet and unassuming contributions as "Ordinary Members" - may we be spared any extraordinary ones!

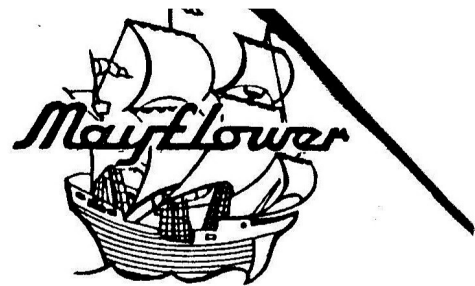
Looking outward from the Club's own affairs, there are encouraging developments within Club Triumph. This used to be the "official" Standard-Triumph owners' club and we have been affiliated to it for a long time. Although we have always been on good terms with their officers, and they have been very helpful, particularly over supplying equipment for rallies, their main interest has been in competitive events. For some reason, it has always been difficult to persuade Mayflower owners to enter speed trials and hill-climbs, so the two clubs have had little in common. They are now giving a lot of thought to ways in which all the individual Standard and Triumph owners' clubs can be brought together for our mutual benefit. There ought to be something in this for us, and I will keep an eye on things and report any progress.

PETER BURDGE

FLOWERS - UP AND UNDER!

Brad Graham of 31, Archer Street, Woodford, Queensland 4514 Australia, is trying to get a Triumph Mayflower Register off the ground down there. I have sent him our good wishes and some back numbers of our mag. - Ed.

TRIUMPH MAYFLOWER CLUB



Minutes of the AGM held at Eathorpe Park Hotel on 31 March 1985

Meeting opened by Peter Burdge at 2.00 pm.

1. Apologies for absence received from: A. Leachman
2. Minutes of 1984 AGM taken as read: Proposed by R. Hagger
Seconded by R. Varney
3. Matters arising from minutes of 1984 AGM: there were no matters arising.
4. General/Membership Secretary's Report: a written report was submitted by A. Leachman. Membership has steadily increased from about 58 to 77. Increase in membership fees was suggested as follows:
£8.00 to home members
£9.00 to overseas members.
After discussion the motion was proposed by J. Gogay and seconded by M. Webber. Following a vote the motion was carried with effect from 1 April 1985.
The question was raised regarding notification of membership renewal. It was decided that M. Bath would organize renewal notices in the magazine.
Acceptance of this report was proposed by R. Hagger and seconded by P. Hall.
5. Treasurer's Report: Copies of the statement of accounts for the year ended 31 August 1984 were distributed and summarized as follows:
INCOME: £1067.99 EXPENDITURE: £740.62
Excess of income over expenditure is therefore £327.37. This is less than the excess brought forward last year of £466.00. Bank charges of £8.58 have since been waived and refunded, but will be introduced if credit falls too low. The limit was not known. A paying-in book with three counterfoils has been requested. It was estimated that each issue of the magazine cost approximately £50 (1983-84). The production of audited accounts was appreciated. R. Varney proposed and S. Parnell seconded that the report be accepted and it was signed by P. Burdge.
6. Spares Secretary's Report: Despite more expenditure than income, the spares situation is going well. Statements from the bank are needed and have been requested. The updated spares list is available for members. Once the present stock of rubbers expires, it was decided that more are available. If members have information on garage sales would they let the spares secretary know. Spares amounting to £400 are available from New Zealand including cheap head gaskets and it would seem an appropriate time to buy. The quarterly accounts to 7 January 1985 were summarized as follows:

MB

This includes hire of the van and £600 spares bought.

The Spares Secretary was advised to go ahead with whatever spares are available. Regarding rubbers, money is due to three sponsors.

Thanks were expressed and R. Hagger proposed, M. Bath seconded that the report be accepted.

7. Rally Secretary's Report: Various shows, rallies and a busy year were reported. Very few Mayflowers turned up at the various events and possible reasons for this were discussed. Ideas would be appreciated. Stands are not always possible at the various events. If members can attend rallies, let the Rally Secretary know. Rallies were therefore a bit flat despite the 10th Anniversary. National Rally set for 14 - 15 July. Cricket St Thomas rally 16 June suggested. R. Varney proposed and E. Webber seconded that the report be accepted.
8. Magazine Editor's Report: Enjoyment of this post was expressed. Supply of material is quite good. Policies have been to keep the magazine informal, prompt and with short pieces. Much appreciation was expressed to Tom Robinson and his family who print, edit and send out the magazines. It was felt that the number of magazines per year was enough. Changes and suggestions are welcomed. Complimentary copies of the magazine are sent to ten Clubs who send to us and to three original members. Photographs in the magazine cost £15 per plate therefore quality photocopies must suffice. The magazine is tailored to the size of the club; postage increases after 10 - 12 pages. A glossy cover was seen as impracticable. It was suggested that new members may benefit from the reproduction of old material such as a one-off information booklet of the best from the last ten years. It was proposed by P. Hall and seconded by Joan Gogay that the report be accepted.
9. Archivist Report: Little activity was reported. JG was given a spares book. Archives were brought to the AGM. Reprints of manuals are available with good sales. JG has them. Photocopies may be provided. It was proposed by R. Hagger and seconded by J. Gogay that this report be accepted.
10. Chairman's Report: Following a despondent report last year, an improvement was reported as a result of various jobs being taken on. The Club has survived despite talk of closure or merger. The late John Davy had envisaged all S.T.O. Clubs under one scheme e.g. preservation of archives, rally help etc. However, due to his death this idea was not pursued. Club Triumph is more hopeful; PB attended a meeting and they hope to become involved in helping all S.T.O. Clubs. PB suggested commercial spares operation for all Clubs and a centralized printing and mailing of magazines. Potential was seen and contact important. The NZ Reg Montgomery visit was mentioned in the year's activities who was very enthusiastic and given the Chairman's award. The report was concluded with a declaration of resignation.

MB

11. Election of Officers and Committee Members for 1985:

CHAIRMAN:

PB expressed the wish to stand down. P. Hall took the Chair during the ensuing discussion. As closure PB volunteered to act as figure-head for the Club. Proposed: M. Webber
Seconded: R. Hagger
Closure passed nem. con. PETER BURDGE

VICE CHAIRMAN:

TERRY GORDON

Proposed: R. Varney
Seconded: A. Fenton

HONORARY GENERAL SECRETARY: MELANIE STONE

Proposed: R. Hagger
Seconded: S. Parnell

HONORARY MEMBERSHIP
SECRETARY:

As closure following discussion the Committee
elected EDITH WEBBER to ensure liaison with
Treasurer.

HONORARY RALLY SECRETARY:

MB expressed the wish to stand down. As
closure following discussion the Committee
elected SHAUN SPOONER who had kindly offered
service to the Club.

MS

HONORARY TREASURER:

MIKE WEBBER was re-elected nem. con. and
thanked for his services.

ORDINARY MEMBER NO. 1:

RON HAGGER was re-elected nem. con.

ORDINARY MEMBER NO. 2:

REG VARNEY

Proposed: M. Webber
Seconded: M. Bath

HONORARY ARCHIVIST:

STEPHEN PARNELL was appointed by the Committee.

EX OFFICIO CO-OPTED MEMBER: ALAN FENTON, whose services are valued.

AUDITOR:

To be appointed by the Committee as necessary.

12. Any Other Business:

1. Club shield. There is no more space for new winners' names.
P. Hall offered to get a new shield with logo made up with recent
winners' names. M. Bath will get trophies for rallies.

PH
MB

2. Second Hand Spares. MW had received a letter from Vale of White
Horse District Council increasing rental on garage from £1.18
per week to £1.24 with effect from 6 April 1985. Ron Hagger
proposed to let the garage go. JG will take on saleable items.
Following Committee decision PB, JG and RH will arrange this.

PB
JG
RH

3. Jim Smetherst. MW had received a letter from him in May 1984
following the death of his wife in April. As a Club member a
mention is needed in the next magazine.

MB

4. Regalia. Is there sufficient call for T-Shirts, ties, badges etc?
It was decided that if regalia was available it would probably sell,
especially at rallies and to new members on joining. JG will
make enquiries re prices.

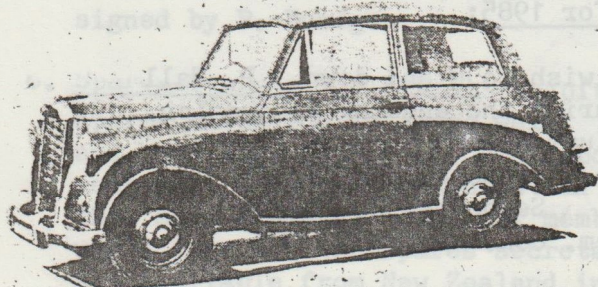
JG

The AGM was closed by PB at 5.15 pm who thanked everyone for their attendance.

January 11, 1950.

Triumph

A NEW car in the popular 1.2-litre class, which will
be in quantity production during 1950, is the
Standard-built Triumph Mayflower, a roomy model
which features distinctive knife-edge styling of the coach-



Triumph Mayflower

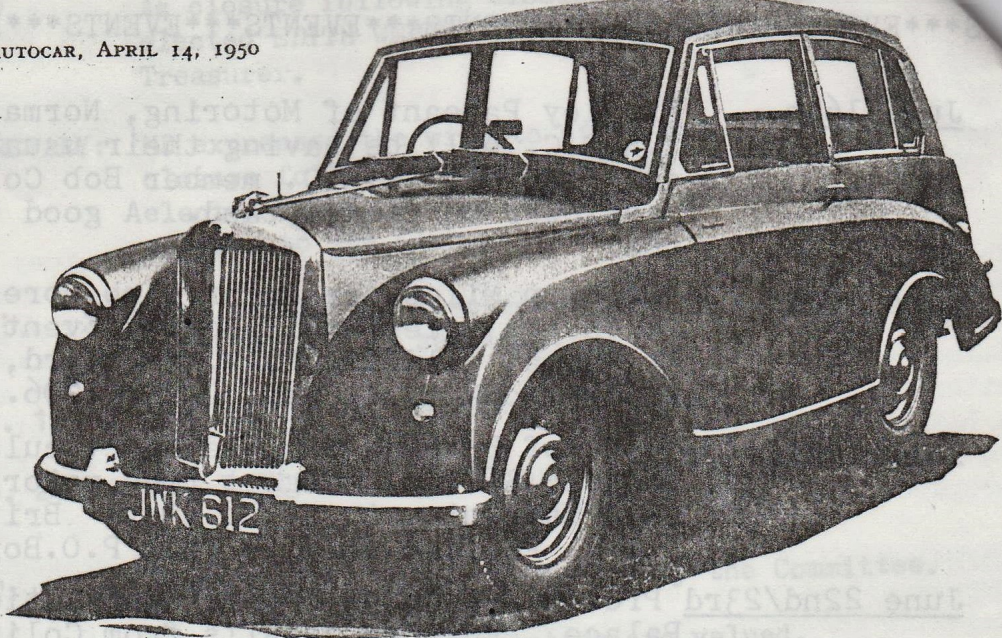
work. Also exhibited will be the Renown model, latest
version of the 2-litre saloon which has been popular
since the war, a car featuring a four-cylinder o.h.v.
engine with lined cylinders and coil-spring suspension
of the front wheels.

Members present:

- Peter Burdge
- Alan Fenton
- Mike Webber
- Malcolm Bath
- John Gogay
- Ron Hagger
- Edith Webber
- Reg Varney
- Phil Hall
- G. Hagger
- Joan Gogay
- Terry Gordon
- Stephen (Paddy) Parnell
- Melanie Stone

- June 16th Bromley Pageant of Motoring, Norman Park, Bromley, Kent. T.R.O.C. will be having their usual stand at this show and I beleive T.M.C. member Bob Collins will have his Mayflower on their stand. A good family day out, this one!
- June 16th Southern Milestone Motor Club, present the Cricket St.Thomas Milestone Motoring Event 1985, at Cricket St.Thomas Wildlife Park, Nr.Chard, Somerset. Details from W.Mock. Tel: West Coker 3706.
- June 22nd/23rd Best of British Vehicle Spectacular, Thamesmead, London, S.E.2. Largest free motoring event has too much happening in it to list! British built vehicles only. Further details from P.O.Box 104, Bedford MK43 0Y
- June 22nd/23rd Pre-1940 Triumph Owners Club National Rally at Blenheim Palace. Further details from Colin Eastwood, Tel: Lichfield 662715.
- June 23rd Triumph Roadster Club National Rally at Redwood Lodge Hotel and Country Club, Failand Bristol. Further details from Bob Barlex, 9, Pooles Court, Goodmayes Lane, Ilford, Essex.
- June 23rd Kettering Vintage/Classic Car Show - Anyone fancy representing us at this event. Contact Mr.R.Champion. Tel: Kettering 84977.
- July 14th TROC/TMC ANNUAL RALLY, BLENHEIM PALACE, OXFORDSHIRE. PLEASE COME ALONG TO THIS SPECIAL TROC 10th ANNIVERSARY RALLY. THE COMMITTEE WOULD LIKE TO MEET AS MANY OF YOU AS POSSIBLE - WITH OR WITHOUT YOUR MAYFLOWER. ON THE SATURDAY, A DINNER WILL BE HELD AT THE BANBURY MOTEL, BANBURY. DETAILS OF ACCOMODATION IN THE AREA OR CAMPING FACILITIES AVAILABLE FROM JENNY LANGTON OF T.R.O.C. TEL: 0425 618074. THERE IS NO RALLY ENTRY FEE AGAIN THIS YEAR. ALL ENTRANTS WILL RECEIVE A PIECE OF T.R.O.C. ANNIVERSARY CAKE AND WINE, AND TOGETHER WITH THE MOTORISED GAMES, SELF-JUDGING PARTICIPATION ETC; AN ENJOYABLE DAY OUT FOR ALL THE FAMILY IS PROMISED. FOR FURTHER DETAILS CONTACT SHAUN SPOONER OR MALCOLM BATH.
- July 20th British Film Year, London (01 437 8020) are having a parade of cars, that have featured in films, at Silverstone. Has there been a Mayflower in a film? If so, contact Nicola Hervey at the above number.
- July 21st Thoroughbred & Classic Cars, National Classic Car Concours and Brands Hatch. Anyone fancy going or entering a T.M.C. Club display? Contact Malcolm Bath for details.
- August 26th 16th Merton Concours d'Elegance, at Merton Park, Morden, Surrey. Details from Mr. M. Pacey. Tel: 01 540 1265.
- October 5th Malvern Motoring Event at the Three Counties Show-ground, Malvern, Worcestershire. Details from I. Green, Tel: 06845 60180.

The Autocar ROAD TESTS



DATA FOR THE DRIVER

TRIUMPH MAYFLOWER

PRICE, with saloon body, £375, plus £104 18s 4d British purchase tax. Total (in Great Britain), £479 18s 4d. (Radio and heater extra).
ENGINE : 9.9 h.p. (R.A.C. rating), 4 cylinders, side valves, 63 × 100 mm, 1,247 c.c. **Brake Horse-power** : 38 at 4,200 r.p.m. **Compression Ratio** : 6.7 to 1. **Max. Torque** : 58.5 lb ft at 2,500 r.p.m. 14 m.p.h. per 1,000 r.p.m. on top gear.
WEIGHT : 18 cwt 3 qr 7 lb (2,107 lb). **LB. per C.C.** : 1.69 B.H.P. per TON : 40.39.
TYRE SIZE : 5.50 × 15in on bolt-on/steel disc wheels.
TANK CAPACITY : 8 English gallons. Approximate fuel consumption range, 32-35 m.p.g. (8.8-8.1 litres per 100 km).
TURNING CIRCLE : 34ft (L and R). Steering wheel movement from lock to lock : 2½ turns. **LIGHTING SET** : 12-volt.
MAIN DIMENSIONS : Wheelbase, 7ft 0in. Track, 3ft 9in (front) ; 4ft 0in (rear). Overall length, 13ft 0in ; width, 5ft 2in ; height, 5ft 2in. Minimum Ground Clearance : 7in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10-30 sec	20-40 sec	30-50 sec
5.125 to 1	12.3	12.9	16.3
8.56 to 1	7.9	9.9	—
18.14 to 1	—	—	—

From rest through gears to :—

gear	sec	sec
30 m.p.h. ...	8.8	42.6
50 m.p.h. ...	23.9	—

Speedometer correction by Electric Speedometer :—

Car Speedometer	Electric Speedometer m.p.h.
10	= 9.5
20	= 19.5
30	= 29.5
40	= 39.0
50	= 49.0
60	= 60.0

SPEEDS ON GEARS :

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	18-24	29-38.6
2nd	40-44	64.4-70.8
Top	65	104.6

WEATHER ; Dry, mild ; light wind.
Acceleration figures are the means of several runs in opposite directions.
Described in "The Autocar" of September 30, 1949.

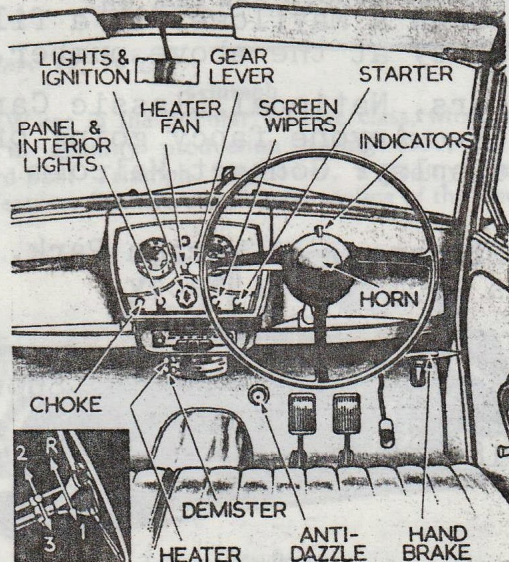
No. 1404: TRIUMPH MAYFLOWER SALOON

WHEN the Triumph Mayflower made its first appearance at the last Earls Court Show it created a great deal of interest because it looked entirely different from any other light car, and its distinctive appearance suggested that it might have something which others had not got. Now that the Mayflower is beginning to come through on production, an opportunity has been given to *The Autocar* to carry out the first Road Test, and the new car is found to have a very definite and attractive character, which makes it all the harder to have to tell would-be home owners that deliveries for this country are still far from reach.

As the accompanying illustrations show, the Mayflower has a special style of body, originated in this country, which has come to be known as the "knife-edge" or "square-line." The same style of body is used for the larger 2-litre Triumph Renown. But unless one has had experience of long runs in this type of body one cannot well know that there is far more in the design than a fashion of styling. The style really is no more than incidental to a solid purpose, which is to give not only room by measurement, but also room to breathe by virtue of an increased volumetric capacity of enclosed air, and a feeling of cheerfulness and brightness by reason of large window areas and thin pillars. There is no suggestion of being boxed up in a curved metal box ; no oppression of low roof and shallow windscreen. Instead, there is spaciousness ; and the view out of the car is not confined to the front seat passengers—the back benchers can enjoy the scenery just as well.

Indeed, it is a fact that the occupants of the back seat in a modern Triumph display a noticeably greater interest in the incidents and landscapes of a journey than is normally the case. It is because they can see well, and because they have freedom around them. The writer of these notes happens to own a Triumph 1800 saloon, and it is because of his experience with it that he had a particular interest to discover whether its smaller sister, the Mayflower, had the same characteristics. That led him during this Road Test to hand over temporarily to a second driver and to occupy a rear seat while 40 miles were covered in an hour.

The ride in the rear seat was excellent, most comfortable, and pleasant, and it led to an appreciation of another point, that the control of ventilation is good enough to give



a gentle supply of fresh air without draughts being felt. One of the features of the equipment of the car is that the floor is completely covered by a moulded rubber mat, which is not only extremely efficient as a seal against draught, dust and noise, but is also thoroughly hygienic because it can easily be washed. The cream coloured, light-reflecting head lining of the roof is also washable.

Because the bodywork has so many attractions one is in danger of putting the cart before the horse. Actually this is a car of many attributes. It pleases the passengers for its comfort and visibility, and it pleases the driver for its dual personality, meaning that it cruises sweetly at 40 m.p.h. as an aristocratic and quiet little carriage, and has a particularly smooth and flexible performance at the low end, which ensures that one can get away from a slow down without having to change gear; or it will swing up to a cruising speed of 55 to 60 m.p.h. and hold it comfortably, giving a long-distance overall average of 40 miles in each hour on English roads, without any feeling of strain. It does not noticeably suffer from the usual drawback of small cars of being tardy in the overtaking of larger vehicles such as the motor coach.

The gear change is on the left side of the steering column, and it handles very easily and lightly; in fact, it is an excellent change. The steering column is of good length for a comfortable driving position for a person of medium height, but it could advantageously be sloped rather more, to bring the wheel about an inch lower. The steering itself is pleasantly light, and the driver steers without performing the act consciously. At all normal speeds of corner-work the steering is excellent.

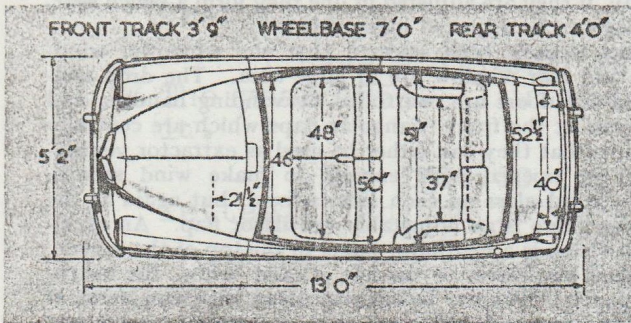
The Mayflower has independent front suspension of the

wishbone and coil spring type. Riding on normal roads is very comfortable and stable, but it is not until the car is tried over really rough stuff that the excellence of the springing can be fully appreciated. This is not a large car as far as wheelbase and track go, and a driver might quite naturally be a trifle shy about taking a course over deep potholes in a road gutter. One does it perhaps first of all by chance, as when passing a fat lorry in a thin country lane, and is a little surprised because the Mayflower takes such small notice. That leads to experiment, such as driving at fair speed over a length of unmade road, full of large potholes and ruts and gullies, and puddles of water four or five inches deep. Then it is realized that the suspension really is first rate.

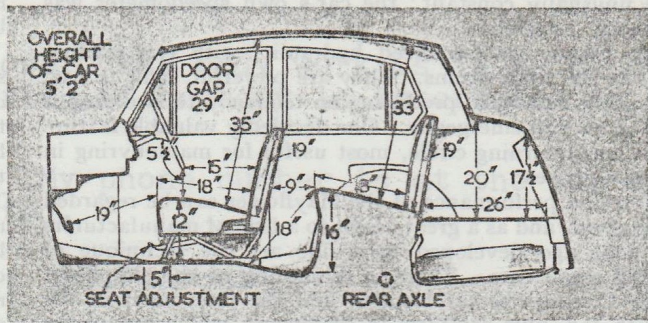
Mechanical Quietness

Mention has been made of the quietness of the car at medium speeds. It could not be called noisy even when travelling at 60 m.p.h. There is a fair amount of wind noise at that speed, and it is a peculiarity of the shape of the body that the direction of meeting of the wind has a marked effect upon the degree of the wind noise. Changes in side wind direction make a variation in the noise. The car as a mechanism is pleasantly quiet, for there is small difference between coasting with the engine stopped at 60 m.p.h. down a long straight hill, and with the engine running.

The engine has that quality of self-effacement which is the hall mark of engines which have been carefully developed over a period of years. It is the kind of engine that knows its job from A to Z, goes about it in confidence,

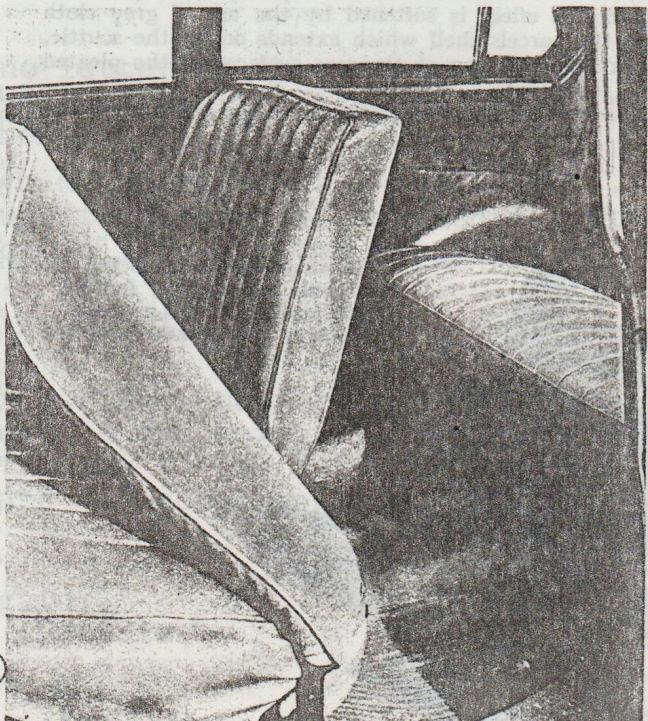
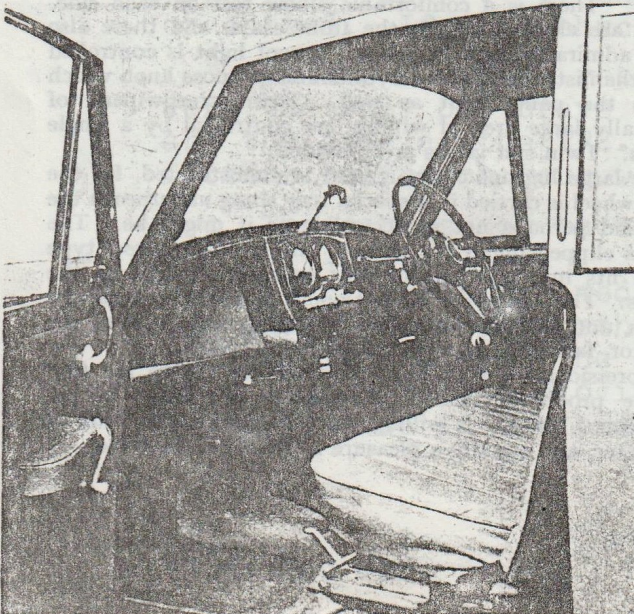


Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.



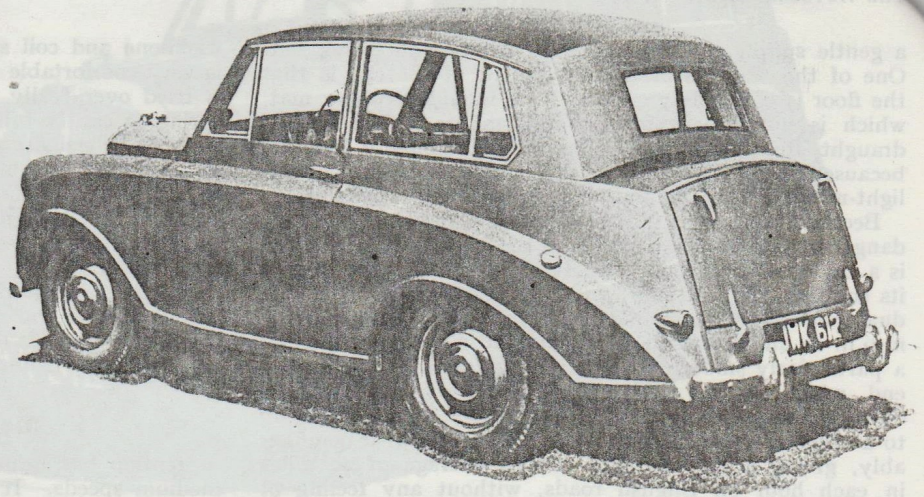
This view, looking rearward through one of the two wide doors, shows how half the divided bench seat automatically moves forward out of "foot way" when the seat back is tilted forward. It also shows how the whole floor is completely covered and sealed by a moulded rubber mat.

A wide door gives easy access to the divided bench-type front seat. Note the compact grouping of the instruments and minor controls in the centre, which allows a large-size parcel shelf on each side of the fascia. Elbow rests which also form door pulls are an effective arrangement.





Modern, but with classic radiator, the front view of the Triumph Mayflower is unmistakable. The large area of the windscreen and the thin pillars are notable.



Road Test: continued

Besides its clean cut and individual appearance the styling of the Mayflower gives a large-size luggage locker, and the whole car is easy to keep clean.

and will take all you can give it; an engine which is running as well at the end of 200 fastish miles as it was at the start. It is smooth and flexible. One particular feature is the effective form of the rubber mounting, for one can crawl along at 6 m.p.h. on top gear, and accelerate away without a falter. This car has a nice balance of power to weight and well-chosen gear ratios; this was noticeable when conducting the long series of performance tests with the electric fifth wheel speedometer from which the average figures given in the data panel are obtained. The times were unusually constant; the car's own speedometer was unusually accurate.

The brakes are Lockheed hydraulic, with two leading shoes in the front drums. They are powerful, light to use, and nicely balanced, producing no tendency to swerving if applied hard in emergency. One decidedly valuable feature is the small turning circle, most useful for manœuvring in confined spaces.

All-round performance of the Mayflower can be regarded as excellent, and as a great credit to a firm of manufacturers who long ago developed to a fine art the technique of making small cars. There is something of the simplicity of the Continental car blended into the refinement of the English car, plus comforts in coachwork which are a step forward; and the construction is all steel.

The interior finish is rather an achievement of good taste over simplicity for production purposes. For instance, there are no polished wood cappings. But the steel cappings are nicely finished in metallic silver grey paintwork, which is set off by the use of a polished black central instrument panel, and a black three-bank-spoke steering wheel. Further, the effect is softened by the use of grey cloth within the parcels shelf which extends across the scuttle, and for the trimming of the rear surfaces of the pleated leather front seats.

There is a decidedly clever touch about the front seats.

The four-seater body has two wide doors, and with two doors access to the rear compartment is not always as easy as one might like. In the Mayflower the backs of the front seats can be tilted forward out of the way, but when they are so tilted the seat cushion moves forward automatically at the same time, so that there is plenty of room to get one's feet through the gap between front seat and body side. This automatic seat movement does not interfere with the adjustment for leg reach, which operates easily. The front seats take the form of a split bench seat; that is to say, if they are adjusted in line they form a bench seat, but they can be adjusted independently.

It has already been stressed that the windows, windscreen and rear window are of large area. The drop windows in the doors are controlled by winding handles, and they have at the front triangular flaps which are centrally hinged so that they can either be used as extractor ventilators or be opened wide enough to make wind scoops. The rearward glass on each side is fixed, but again at the rear edge there is an adjustable ventilator flap. An excellent provision is a ventilator panel in the top of the scuttle, controlled by a lever to the left of, and below, the instrument panel. The car tested was fitted with two items of extra equipment, a radio set, and an interior heater and demister. The heater has a fan switched on from a button in the centre of the panel, and below the panel is a pair of quadrants, in which one lever controls the demisting and the other the circulation of air. The equipment can be used either to circulate cool fresh air drawn in through the scuttle ventilator or to warm the air before circulation.

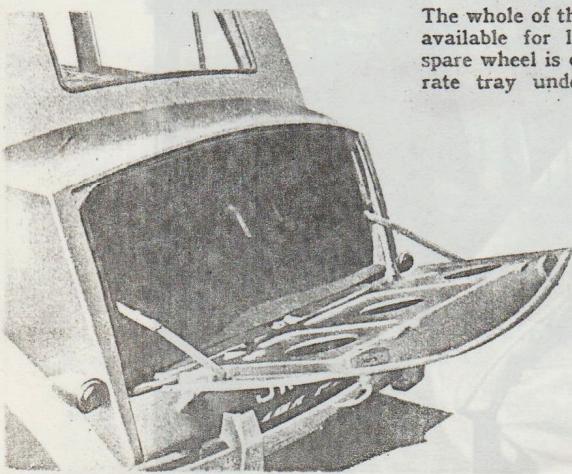
Good Leg Room

The back seating position is comfortable, and the leg position and leg room are just right for normal requirements. There is a comfortable elbow rest on each side. There are elbow rests for the front seats, and these also serve admirably as door pulls. A roof light is controlled from the instrument panel by a double-purpose knob which serves the panel light as well. Twin screenwipers, of unusually large area of wiping, are controlled by a single switch. Twin sun visors are provided.

The large luggage compartment is unobstructed, for the spare wheel is carried in a special tray slung underneath the tail, and perhaps not so accessible as it might be. The jack is clipped under the bonnet, and is of the screw type which fits into any one of four sockets adjacent to the wheels. The top of the bonnet opens upwards on balanced hinges, and is locked by a handle, above the centre of the radiator, fashioned to form an attractive badge.

Impressions received from road testing one of the first of the production model Mayflowers are those of enthusiasm. The car is willing, very easy to handle, full of character, and equally a pleasure to ride in as to drive.

The whole of the large locker is available for luggage, for the spare wheel is carried in a separate tray underneath the tail.



April 1985.

Maen Melin,
Uplands Crescent,
Llandough, S.Glam.

Dear Malcolm,

Many thanks for your letter with enclosed copies of the Club Mags. They are much appreciated: Strangely enough only a fortnight ago I received the Winters Issue (Febs) presumeably from Andy Leachman, although I thought I'd have received my Club badge from him before any magazines.

As a point of interest, the 1952 Mayflower advertised in the latest issue, Andy told me about it last year and I want to see it at the 'Woodbine' Garage, Derby. Mr.Fallows delivered it to my shed at Barry Docks South Wales, for £60. Its too far gone to even think of renovating, but now I've got lots of good spare bits.

Sorry I couldn't make the AGM, to meet some Club members. Work kept me back, but I hope to be able to make some of the events later in the year.

Yours sincerely,
GEOFFREY HAVILL.

Tel:Basildon 419895

46, Kathleen Ferrier Cres,
Laindon,
Basildon, Essex.

Dear Sir,

I have a Triumph Mayflower, the body work is in good condition. The year 1953. I was wondering if anybody is interested in buying it.

I want £300.00 for it. My phone number is at the top of the letter if anyone is interested.

D.Pearce.

Moorlands,
The Cross Road,
Banham, Norfolk.

Dear Malcolm,

Please find enclosed one letter-to-the-editor and one article for Flower Power. If these are of use, please use them; in toto or edited. If not, chuck them.

Thanks for your reply yo my query about swivel joints. You were the only one brave enough to come right out and say that they are the same as the TR2. Not only I, but the suppliers and the fitters relied on your word.*

The car is now back on the road. I haven't half missed it.

Sorry about the mediaeval ridge-and-furrow affect on some of the paper. every fourth sheet in the box is like it. But I wrote and complained, and the next thing I knew a little man was knocking on the door with apologies and two complimentary boxes. So I was quite pleased in the end.

Regards,
Gynthia.

*P.S. You were right!

P.P.S. What about this for a magazine filler when needed. Do you know that there was once a Mayflower, built by the Maiflower Motor Company of Gloucester? They were turned out between 1919 and 1929 but I've no idea how many were produced, or if any still exist.

CLC.

WARNING TO BUYERS OF OLD VEHICLES

The Department has become aware of a number of instances where a motorist has acquired an old vehicle only to find that it cannot retain the registration mark displayed on it. This is because when applying to DVLC for a registration document in his name it was found that the previous keeper of the vehicle had not registered it at the Centre before the computer record closed on 30 November 1983. In these circumstances the vehicle cannot normally be recorded under the number being claimed and an alternative has to be allocated. Whilst every effort is made to ensure that the replacement numbers allocated are appropriate to the age of the vehicle concerned, it is appreciated that the loss of the original registration mark might be of concern to the individual particularly if the number on the vehicle was an important part in the reason for the purchase.

In order to help combat this problem the Department has issued a Press Notice. The text of which is attached.

In addition to this a warning note is to be included on a new version of the application form for a Cherished Transfer (V317) being introduced on 1 April.

I hope you will find this information helpful.

Yours faithfully,

N M Brock
Policy Vehicles Branch
Department of Transport

PRESS NOTICE - WARNING TO BUYERS OF OLD VEHICLES

Motorists who are interested in buying an old vehicle with an attractive registration mark displayed on it should ask the seller for the vehicle's new style registration document (V5) to ensure that the registration mark is still valid.

Vehicles registered or licensed since September 1974 will have automatically been recorded on the computer records at the Driver and Vehicle Licensing Centre. A computer produced registration document will have been issued and should be available. However some old vehicles still in existence may not have been licensed since that time. Unless the owner applied to record the vehicle on the computer before November 1983 the mark displayed on the vehicle may be no longer valid.

Prospective purchasers of vehicles with attractive marks are being advised to contact DVLC's Vehicle Enquiry Unit (0792 72134) if the seller of the old vehicle cannot produce a new style registration document for the vehicle. The Enquiry Unit will be able to say if the mark is still valid.

Details of the transfer rules are set out on Form V317 (Application to Transfer a Registration Number) obtainable from any Department of Transport Local Vehicle Licensing Office. Anyone wishing to transfer a number from one vehicle to another should make sure that they can comply with all the conditions mentioned on this form before any money changes hands.

Moorlands,
The Cross Road,
Banham, Norfolk.

Dear Malcolm,

Last year I was determined to arrive at Woburn Abbey in correct fashion - in my Mayflower. To this end I promised myself a new exhaust system, as the old one looked as much like a lace curtain (Gus Deegans description) as anything.

So Thursday, my day off, I had one fitted. Friday I took it back in my lunch hour, to have it fitted properly.

Saturday I used the car for work again, but turned for home midmorning to swap it for my Beetle - something was badly wrong. It turned out later they'd fitted far too small a bore, but I didn't know this at the time. What I did know was that I couldn't take it to Woburn like that, so Sunday we went to the Rally in Ray's Alvis. I was wild!

Especially when I found out there were no entries for the Miss Wheeler Trophy. Now, with only two months of driving the Mayflower, part of which time it had been off the road for one reason and another; and never having driven anything so elderly before; and bearing in mind that 2nd gear was often non-existent, I was hardly Fangio. But with no competition.....

What I am building up to is my fixed intention to get to Blenheim this year: in the Mayflower. Alas, July 22nd, was chosen, and our holiday was already booked. Besides, 'Speedwell' had no M.O.T. It would have been the Alvis again.

Still, there was always S.T.I.R. in September. By that time my car would be back on the road.

It was - just, I had at last managed to track down the correct bits needed to mend it, thanks to the help given by you and Reg Varney; they arrived, were fitted, and it sailed through its M.O.T. on the Wednesday before the S.T.I.R. weekend.

But alas for all my plans ('agley' is the word that comes to mind). That was the weekend my brother-in-law celebrated his 50th birthday, and all the family was to congregate. How could I refuse to congregate too?

So my sights are set on next year. By which time I shall have forgotten what you all look like, and shan't know an Alan from a Peter from a Ron, or any of you from a passing stranger.

Now there's an idea for an article in Flower Power. A head-and shoulders photo of our worthy committee members, together with a brief (and impersonal) personal history. How many houses, children, three-legged cats and gerbils you all own, how long you've been a club member, what state your Mayflower is currently in, what other old cars you have had - and possibly why.

How about it? I can't be the only newcomer who'd love to be able to fit a face to the friendly voice on the phone or the helpful letter on the mat. The big trouble with a one marque club is that members are bound to be far flung, and unable to meet as they'd like. Most of us have to rely on Flower Power to keep us in touch. And a members gallery' would help.

Yes? No? Maybe?

Cheers,
Cynthia.

STIR XI will be held in conjunction with North American Triumph Challenge X from August 15 - 18 at Chicago.

Members of the US Vintage Triumph Register have offered to host and accommodate Triumph-owning UK visitors, who will need to pay only the transatlantic fare. Arrangements have been made to fly by TWA, Heathrow to Chicago via New York, departing Tuesday, 13th August. The return fare is £409 each. The flight will be met at Chicago by VTR members.

Programme

- Wed 14 Aug Free day: Chicago and lakes with VTR hosts.
- Thurs 15 Aug Rally opens at 'Pheasant Run Resort' 38 miles west of Chicago.
- Fri 16 Aug Auto Cross, Auction, Technical Sessions.
- Sat 17 Aug Concours, Autojumble, Awards Banquet
- Sun 18 Aug Leave resort after brunch
- Mon 19 Aug Free

Return date negotiable but must be mid-week. A journey break in New York is permissible on the return flight.

Numbers are required as soon as possible, with deposits to confirm bookings. Full fare payable 21 days before departure, ie 16th July.

Further information is obtainable from: Colin Roberts
71 Porth-y-Castell
BARRY
South Glamorgan
Tel. 0446 740264



**SPECIAL SUBSCRIPTION
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This is good news for pre-war vehicle enthusiasts who want to make sure of getting their copies of 'The Automobile' every month - and save money at the same time. If you take out a subscription before 31st May, 1985 you save £4 on the normal annual UK rate of £19. You even save £3 on the annual cost of buying the magazine through a newsagent (cover price is £1.50). Write to PPG Publishing Ltd., 5 Rectory Road, Beckenham, Kent, enclosing your cheque or PO for £15. (Offer applies to new UK subscribers only).

TAILPIPE

As always our thanks to Tom Robinson and family for printing and issuing our magazine.

As I sit here writing this, with Janet typing it hot off the pen, she has just reminded me that this is the evening our our second anniversary, and what are we doing here writing and typingOoops! (I did remember to buy a card and present though).

See you at Blenheim.....PI SE!