

TRIUMPH MAYFLOWER CLUB



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1985/6.

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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.

February 1986.

WINTER ISSUE NO.41.

Eds Bit:-

There's snow all around and the last thing on my mind is summer trips in the Mayflower, but you will see that there are many events all over the country, including our National Rally at Burford with TROC. If you attend any of these events please write and let me know.

I seem to be running a bit low on material from members - about them and their cars. Please set your stories, trials and tribulations down on paper and send them to me.

I have included some more technical bits from the past and a few items sent to me by Tom Robinson. (Tom actually sent me a thick wadge of Mayflower related items , for which I am indebted).

I hope the new year has started well for you - it started with a 'splash' for me as I have recently aquired one of those under £200 MIG welders. Now I am eagerly burning holes in pieces of good metal and 'splashing' all over the garage in an attempt to master the art of welding. Must go and buy yet another gas bottle and reel of wire - maybe I will be able to weld something to something else by the summer.....

Remember 'Lot 56' the Mayflower for auction I mentioned in the last issue - well it sold for just £180, but the Austin A40 pedal car sold for £200! I guess the buyers went for the better performance of the pedal car!!

We are pleased to welcome the following into our fold and we look forward to hearing further from them or even seeing them at one of the events.

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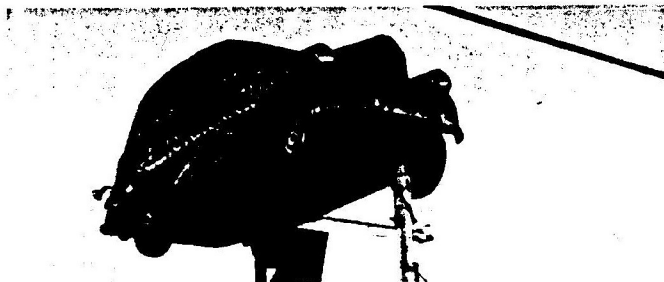
411

Shaun is busy trying to include our club in some of the more well known shows, such as the Brighton Classic Car Show (Brighton). The Northern Classic Car Show (Manchester) and the National Classic Car Show (Birmingham). He would like to hear from any members who would be willing to display their cars at any of these or other shows, in conjunction with the Triumph Razoredge Clubs. (These shows have a great atmosphere when you are doing your stint on the stand - I know from the past shows which I have attended) Please phone Shaun if you can help. Telephone number at from of mag.

FLOWER POWER

The Triumph Mayflower is, to be sure, an inscrutable motor car. A major automotive enigma at the very least. Designed to compete, so they claim, in the American market, the poor little critter was blessed with a 45-Mph cruising speed, an engine that invariably self-destructed short of 40,000-miles, and a list price very similar to a then-current Ford or Chevy. They were barely able to force 500 or so of these stubby, little knife-edged darlings into the Colonies.

And now, three decades later the Mayflower continues to be an enigma, so much so that some guys stick them atop 40-foot poles! Could this be a painless way to dispose of the little beast?



Really, the car deserves a better fate. This joker in New Orleans could have used something more mundane like a '51 Chevy and besides, they're not as rare. Granted, it would require a heftier pole, but Mayflowers were never intended to achieve such heights anyway.

Members cruising around the New Orleans area may want to track down Perry's Auto Auction and if the car's still there, do try to convince him to bring the poor thing down. Maybe he'd take a '51 Chevy in trade, but you'd probably have to supply the pole.

Randy Mason

PEDAL RUBBERS

I mentioned how V.W. flasher rubbers could serve as seals for the Flower pedals. Here now is a more detailed account.

First obtain two V.W. flasher rubbers, they are used on Beetles to seal between the front wings and the light units. Next remove from each seal the pipe section which fits into it's base (they just pull out). Now pull back your Flower carpets from around the pedal area, strip off the old seals and remove the foot pads. The V.W. rubbers are now slid down over the metal pedals. These are a tight fit so lubricate with soap - not oil, this only rots the rubber. All that now remains is to clamp down the rubber and seal it to the car floor. For this I fabricated a metal plate with two slots for the pedals. This I screwed to the floor with threaded "pop rivets". Plate dimensions are not critical just so long as the slots allow free pedal movement and the metal holds the seal edged firmly to the floor.

I have found these seals both neat and efficient. Though the pedals now both display rubber sleeves it in no way detracts from the cars appearance. (see illustration in this issue page 10).

LETTERS***LETTERS***LETTERS***LETTERS***LETTERS***LETTERS***LETTERS***LETTERS***LETTERS***

R.D.Hale,
Broadlands,
Broad Town Road,
Wootton Bassett,
Swindon, Wilts.

Tel:Swindon 0793-850911.

Dear Mr.Webber,

I have a 1952/53 Mayflower presently stored under cover in my barn which was left with the property when I purchased it several months ago. Although I can't verify that the engine is sound, the car generally looks sound and suitable for renovation.

If any of your members are interested in buying this car for renovation or require further details, please do not hesitate to contact me after 7.00 P.M. on the above telephone number.

Yours sincerely,

R.D. Hale.

ph Mayflower Club,
arnell Way,
ghton,
sex 1G10 1TG
ngland.

S. D. & K. L. GRAHAM
31 ARCHER STREET
WOODFORD. Q. 4514
PHONE (071) 66 1497

Dear Malcolm,

Finally found a chance to thank you for the magazines, very nice to know how things are over there. If you recall an article in one of them there was mention of a Mayflower Ute out here in a wrecking yard somewhere between Warwick and Stanthorpe in south Australia. These two places are in fact in Queensland and both the wrecking yard and the Ute do exist.

It was after reading your magazines that I sent out some feelers, but no one I asked ^{could} to help. It was not until recently that I was attending one of our swap meetings (our equivalent to your flea markets) that I heard a stall holder mention to another feller about this wrecking yard between Warwick and Stanthorpe. After he had finished speaking I spoke to the Stall Holder and asked him about the yard. He told me that he had a business card out in his truck so we went out to get it. On the back of the card was all the information on how to find the place and on the front was a photo of the wrecking yard. Sitting out proud in the middle of the photo was the Mayflower Utility. I have not made any contact as far as purchase because of home improvements I have been forced to sell my Mayflower sedan. In case any of your members are interested the address of the yard is;

Ron the Wrecker
p.o. box 306
Stanthorpe
South Queensland.
4380

We do have a ute on our register but it is in Tasmania. Here is a list of cars on our register

Myself ,1951 Sedan Woodford QLD.
Bruce McKay ,1952 Sedan Petrie QLD
Arthur Moorhouse , Sedan, Nowra, NSW
Sharon Korsteds , Sedan, Trinity Gardens , SA.
Danny Poole , 1952 Utility, Summerhill, Tasmania.

AS you can see we are only a very small register and very wide spread. At this stage there is no sign of a magazine however I will endeavour to keep the register going in the hope of increased interest in the Mayflower scene here in Australia.

Thank you for your support.

Yours Faithfully



Brad Graham

22nd/23rd March - Bristol Classic Car Show at the Bristol Exhibition Centre. Further details on 0272 650465.

4th May - Critch Tramway Museum gathering. Another TROC event to which we have been invited - way up in the hills of Derbyshire. Ride on a tram, look around the tram-sheds, museum shops etc., In conjunction with this event TRC are organising an evening meal served during a steam train ride for approx £7.00 per head. Details from me (Ed).

3rd/5th May - National Classic Car Show at the National Exhibition Centre, Birmingham. 100 clubs, 600 cars - a big show. Details on 01-643 8040 Ext 4882.

1st June - Pendle and District Rover association are holding their Classic Car Show at Townely Park, Burnley. Townely Hall (a 13th century building) and the 284 acres which comprise the park, make an ideal setting for such an event. Details from Steve Whitaker on Burnley 37099.

21st/22nd June - Best of British and Best of Europe Vehicle Spectacular and road run cavalcade at Southmere Park, Thamesmead, London - near the Blackwall Tunnel. Free entry to competitors, free camping and entertainment. Details from Best of British, P.O.Box 104, Bedford.

21st/22nd June - Roadcraft '86 at Valentines Park, Cranbrook Road, Ilford, Essex. A Car Show with emphasis on road safety, lots of driving tests on the Sunday. (This event is 15 mins away from me so I will be attending with 'flower. Ed.) Details from David Harrington on 01-551 4911.

22nd June - Friends of the National Motor Museum, Beaulieu, are having a 65 mile road run around the New Forest. Details from Steve Dagnell, John Montague Building, Beaulieu, SO4272N.

29th June - Bromley Pageant of Motoring, Norman Park, Bromley, Kent. There is a TROC organised stand at this show, and if anyone has a Mayflower that they could display, please let our rally sec know.

13th July - Triumph Roadster Club annual rally, Trentham Gardens, Trentham, North Staffordshire. All TMC members welcome.

14th July - Uxbridge Auto Show, Hillingdon Showground, Park Road, Uxbridge. 350+ Cars, morris dancing, auto jumble, childrens amusements etc. 10.am - 5.40.pm. Details from Mr.L.Dobbin on 0895 36567.

19th/20th July - TROC/TMC annual rally at Burford Wildlife Park, Gloucestershire. Dinner on Saturday night at 8.00.pm. at the Golden Pheasant Hotel, Burford. £11.75 per head. Further details from the rally sec.

23rd - 25th August - Wheels '86 at Blake Hall, Ongar, Essex. Details from Neil King P.O.Box 18. Coalville, Leicester LE6 4NT.

Benson & Hedges Concours.

| | | |
|---|---|-----------------------|
| 11th May | - | Cardiff Castle. |
| 1st June | - | Harrogate. |
| 6th July | - | Coventry. |
| 21st Sept (finals) | - | Syon Park, Brentford. |
| Full details from John Cole on 0344 486385. | | |

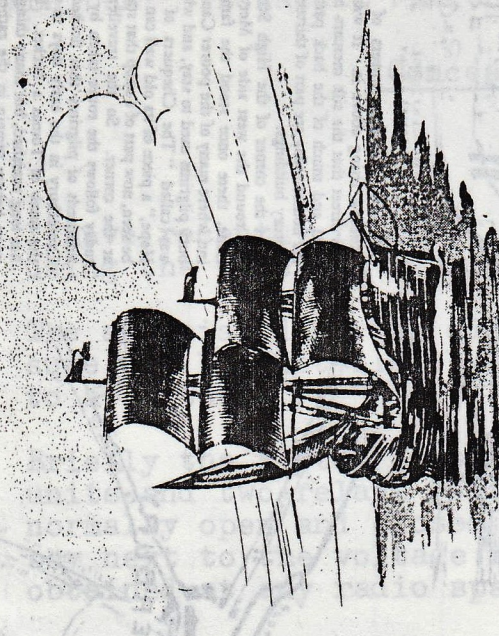
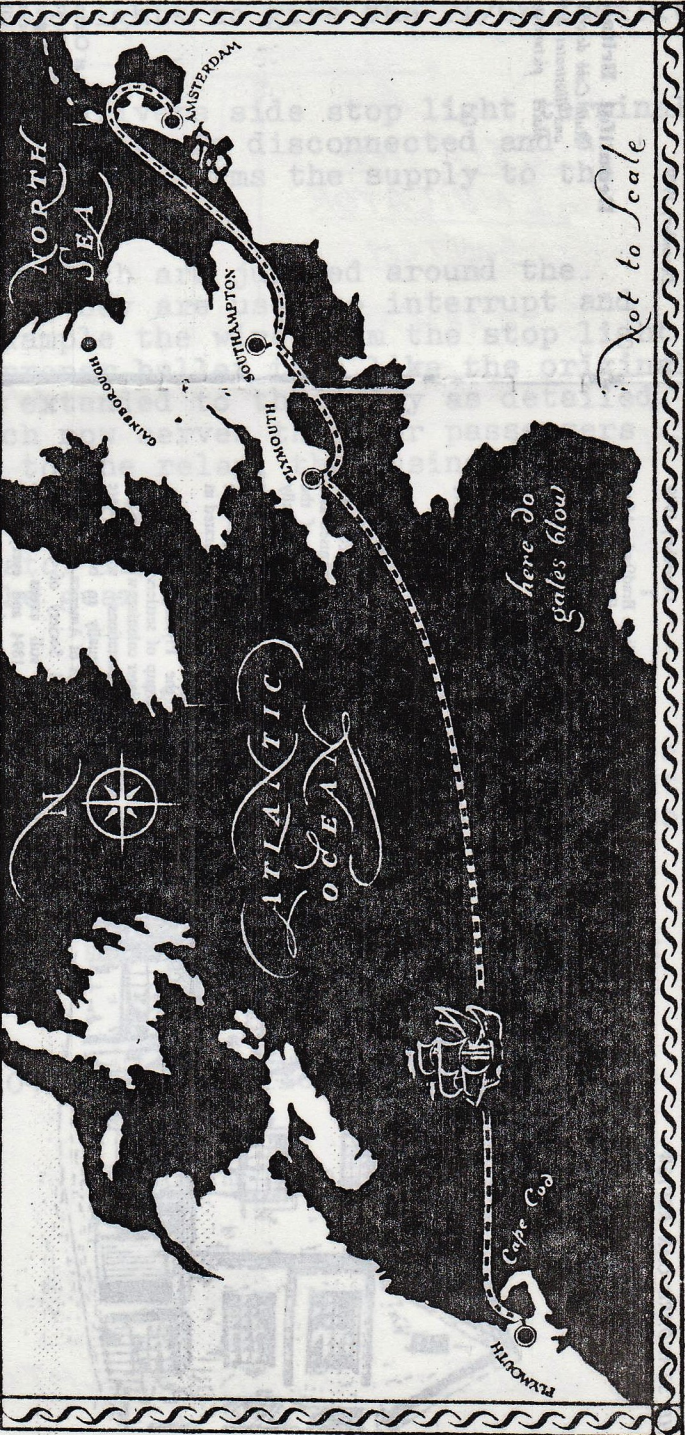
THE PILGRIM FATHERS

Just over three and a quarter centuries ago when the first Stuart King, James I, was on the English throne, an inspiring chapter was added to the history of the English speaking world. 74 men and 28 women, aboard a wooden vessel with a carrying capacity of only 180 tons, braved the extreme hazards of an Atlantic crossing in winter to settle in the barren wilderness of a new and strange land. The same faith, courage and enterprise that initiated their venture assured its success against terrific odds.

THE adventurous story of the "Pilgrim Fathers" and thus the *Mayflower* really begins in sixteenth century England during the reign of Elizabeth, daughter of Henry VIII and ill-fated Anne Boleyn. The creed which was subsequently to inspire the "Pilgrim Fathers" was formulated by the aggressive left wing element (Brownists—or Separatists) of the Puritan movement—itself a direct result of the Protestant Reformation.

An "Independent" Church was formed at Gainsborough by Puritan "Professors" in 1600. About four years after its origin it developed into two separate congregations, one meeting at Gainsborough and the

other in the Manor House at Scrooby. Following the execution on 6th April, 1593, of the early Separatists, John Greenwood, Henry Barrowe and Penry, Separatism in England appeared to decline rapidly. Elizabeth's policy of enforced conformity, vigorously carried out by Archbishop Whitgift made the position of anyone who denied the Queen's supremacy over the church intolerable. Non-conformists were offered no relief under James I and thus, in 1607, the Gainsborough congregation sought refuge in Holland. They were followed a year later by the Scrooby congregation who settled at Leyden under the leadership of John Robinson.



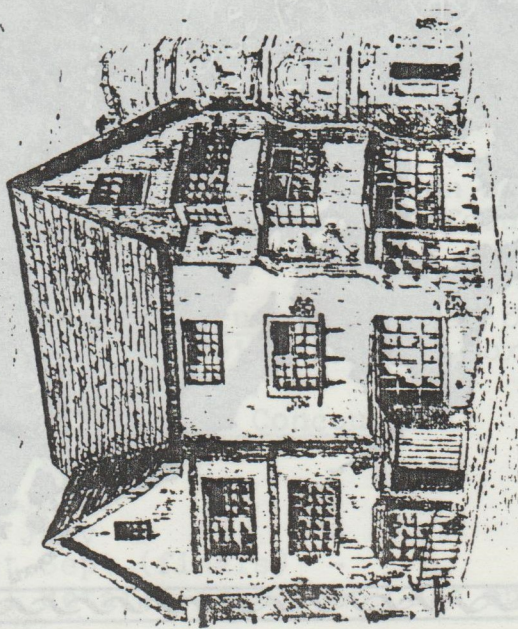
The "Mayflower," famous brigantine which carried the Pilgrim Fathers on their epic journey across the Atlantic Ocean, and after which the new small Triumph car is named.

Eventually becoming the first Congregational Church, this Scrooby-Leyden group prospered in Holland, they gained the respect of the Dutch and many more zealots joined them from England until the group numbered three hundred. Despite this initial success, however, the ever-increasing economic odds against them and the inter-marriage of their second generation with the Dutch and the consequent tendency to soften the original inspired fervour which had prompted their fathers in their emigration from England, finally convinced the group that hopes of effective continuation in Holland were futile.

It was, of course, impossible to return to their mother country and, after focusing their attention on Guinea and other places, they decided on the New World as the country of their settlement. In those days, when to cross the Atlantic was much more than a major accomplishment in itself and North America was mostly unknown territory inhabited with hostile Indian tribes, the implication of the Pilgrims' decision is obvious and reflects the unwavering courage and spirit of enterprise with which it was made. They applied for and were granted permission to settle within the territory of the Virginia Company. Thus far successful, they pressed

forward with their plans, eventually gaining the necessary financial assistance from certain English merchant adventurers and towards the end of July, 1620, the emigrants sailed from Delfshaven in the *Speedwell*. About one week later the *Speedwell*, now accompanied by the *Mayflower*, carrying together a total of 120 passengers put out from Southampton.

"Mayflower" sails alone
After two trials, however, the *Speedwell* was found to be unworthy—and so it was that eventually the *Mayflower*, a brigantine of 180 tons burden, with 102 passengers, sailed alone from Plymouth to the New World. The actual date was 6th September, 1620, 128 years after Columbus landed at San Salvador. On the Barbican at Plymouth there stands on the quay to this day a stone recording the fact that it was the last port contacted by the "Pilgrim Fathers"—a name which these emigrants have always since borne—on their voyage across the Atlantic. After sixty-five days at sea the little ship drew close to the shores of North America. It was in Provincetown Harbour on 11th November, about a month before the pilgrims eventually made their final landing that the famous



Mayflower House, the Barbican, Plymouth, England. Some of the Pilgrim Fathers are said to have slept in this house before sailing to America where they founded the colony of Plymouth. Reproduced by courtesy of S. J. Lubbock-Lite, Esq.

"Mayflower Compact" was drawn up. John Carver being chosen as the first Governor. This "Compact" was originally designed—as an adaptation of the usual form of church covenant—to meet the immediate needs of an unusual situation, and form the basis of a temporary government. In actual fact, however, as the pilgrims did not land in Virginia as they had intended, there was no existing form of government and the compact had to serve in lieu.

Although this purely democratic government was thus accidentally born it became the forerunner of many other covenants forming the basis of town and church government in New England.

On 21st December (the date according to the old-style of calendar was 11th December), 1620, the shallop of the *Mayflower* landed the pilgrims near Cape Cod where they founded the Colony of Plymouth. Known as the Plymouth Rock, the granite boulder on which they first stepped ashore now stands protected by a

granite portico presented by the Society of Colonial Dames.

This was to be the first permanent European settlement of any size in New England. The landing is now celebrated on 22nd December as Fore-fathers Day. It is reported that the final decision to land at Plymouth was to a certain extent influenced by the lack of beer on board. A manuscript of 1622 reads: "for we could not now take time for further search or consideration, our victuals being much spent, especially our beer . . ."

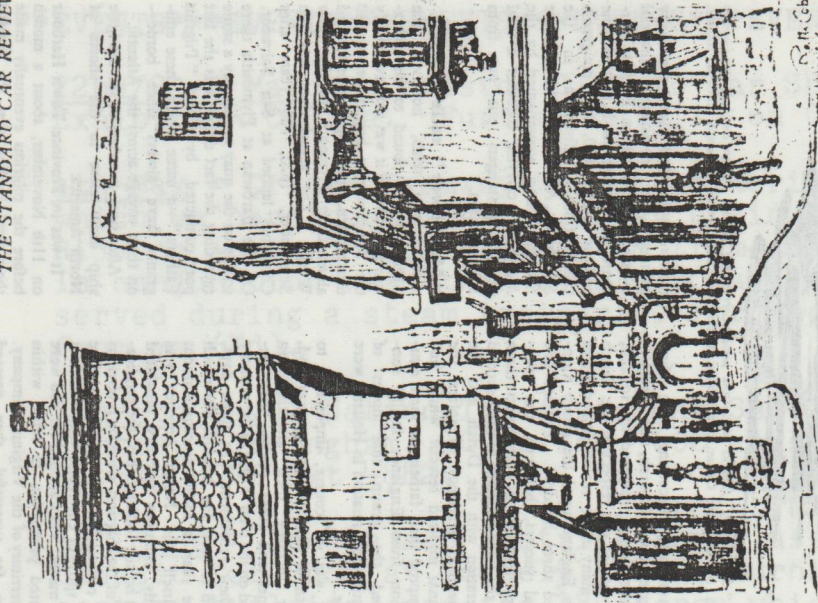
Terrible Winter

In the new colony the endurance of the Pilgrims was tested to the full by the rigours of the climate and the natural hardships of the country, but by extraordinary resourcefulness and self-discipline in the highest degree they wrested a living from the barren wilderness.

On Cetes Hill the colonists buried half their number during the first terrible winter. Among those who died was Governor Carver, his suc-

Beautiful Britain

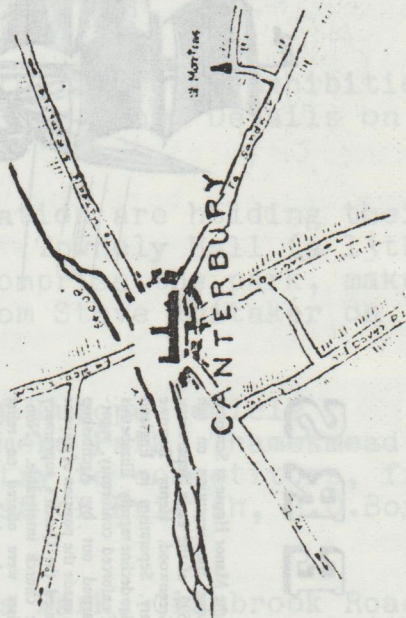
Ruth Cobb describes and illustrates some places picturesque.



MOTORISTS arriving at Canterbury from the north-west will enter the city by the great Westgate, the only one of the ancient gateways that is still standing. Like the pilgrims of old they will usually make their way to the centre of the city and the cathedral by way of Mercery Lane, one of the oldest streets, and happily not damaged by the war. With its overhanging houses, it is extremely picturesque, and at one end can be seen the fine Christchurch

Gate with the west towers of the cathedral rising above it. It was in this street that the silk mercers once lived and much of the back part of the houses today are part of thirteenth century buildings.

At the corner of the High Street, and round the west side of Mercery Lane, there once stood the famous inn where many of the poorer Canterbury pilgrims used to stay, and which was called "The Checkers of the Hope," a piece of its old wall can still be seen, now part of a shop that stands at the corner. So the traveller of today follows the route taken by the hundreds of pilgrims that flocked to Canterbury in the early days to visit the tomb of Thomas a Becket. That has long vanished, but many things of great beauty remain in the cathedral and the city . . . treasures of the past and none of more interest than the picturesque street.



'Concealed Flashers'

I have recently fitted flashing indicators to my 'flower but using the existing rear stop lights and front side lights.

The associated wiring diagram shows the system, which I am sure can be installed by anyone who can wire up a spotlight to a switch.

Briefly the system consists of two Lucas 12V 42 watt flasher units and two relays (with bases) having 12 volt coils and normally open and closed contacts all fitted in the engine bay next to the voltage regulator/cut out. The relays can be obtained at any radio spares type shop.

The interior of the two front side lights *are* replaced by the same interiors used in the rear lights to give the 21/6W facility for side and flasher lights.

One new wire is run to the rear drivers side stop light terminal while the existing wire at this point is disconnected and a connector block is fitted. This then forms the supply to the passengers side rear light.

The existing cable connectors which are jumbled around the steering box area in the engine bay are used to interrupt and complete the wiring. For example the wire from the stop light switch is cut, a connector (proper bullet type like the original ones) is fitted and the wire extended to the relay as detailed. The remaining cable end (which now serves the rear passengers side light) is also extended to the relay, thus using as much of the original wiring as possible.

The two interior panel indicator lights are fitted into the cardboard just above where the gear lever shaft goes through - very discrete !

The end result is an indicating system which retains the use of the trafficators, allows the stop lights to work normally (one will come on if the other is flashing) but is undetectable externally. It should also stop some of those near misses that seem to happen when the chap behind does not see the trafficator until almost too late !

I have covered the relays and indicator units with a six inch square by three inch deep cover made from quarter inch perspex and finally sprayed matt black.

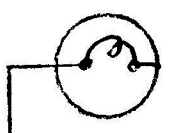
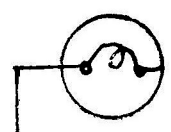
Any queries phone me 01-508 0415 evenings for a chat.

Malcolm Bath.

M BATT
MARCH

FRONT
LEFT

FRONT
RIGHT

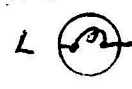


TRAFICATOR

EXISTING
INDICATOR
SWITCH

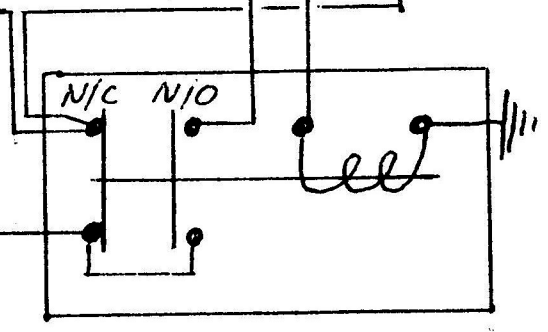
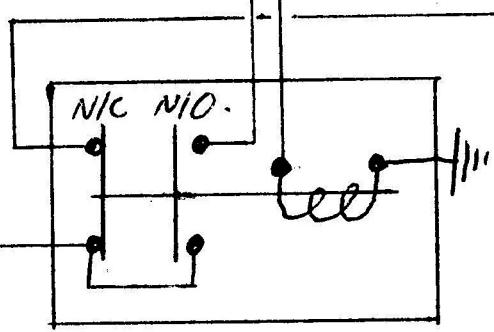
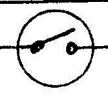
TRAFICATOR

PANEL
LIGHTS
ON
DASHBOARD.

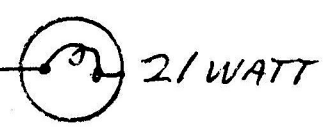


12 V X 42 WATT
FLASHER UNITS

EXISTING
STOP LIGHT SWITCH

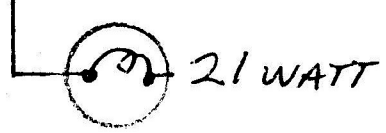


RELAYS WITH
12 VOLT COIL
AND N/O + N/C
CONTACTS.



LEFT
REAR

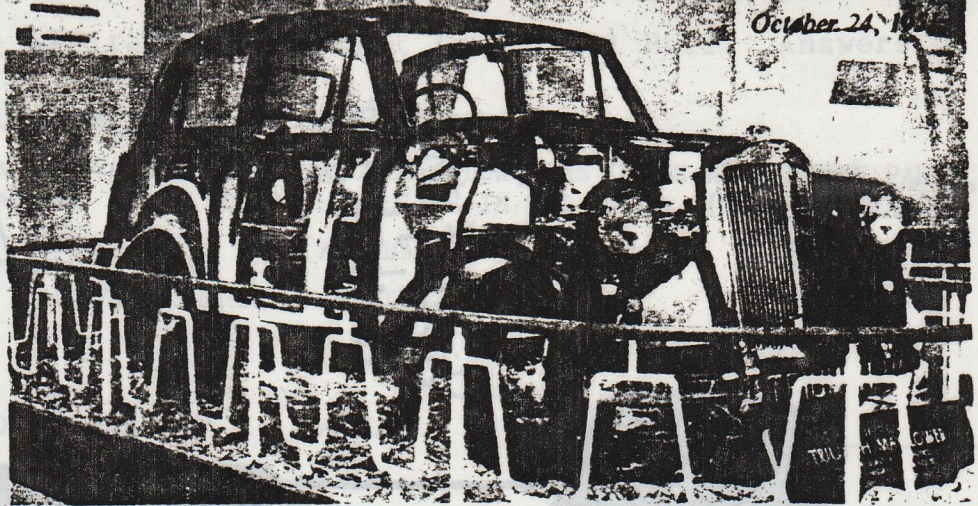
EXISTING
REAR
STOP LIGHTS



RIGHT
REAR

Opening Day

CLEARLY REVEALED
 —With the offside of the body shell cut almost completely away and the mechanical parts fully sectioned, this Mayflower exhibit on the Triumph stand is, literally, laid bare to the public gaze.



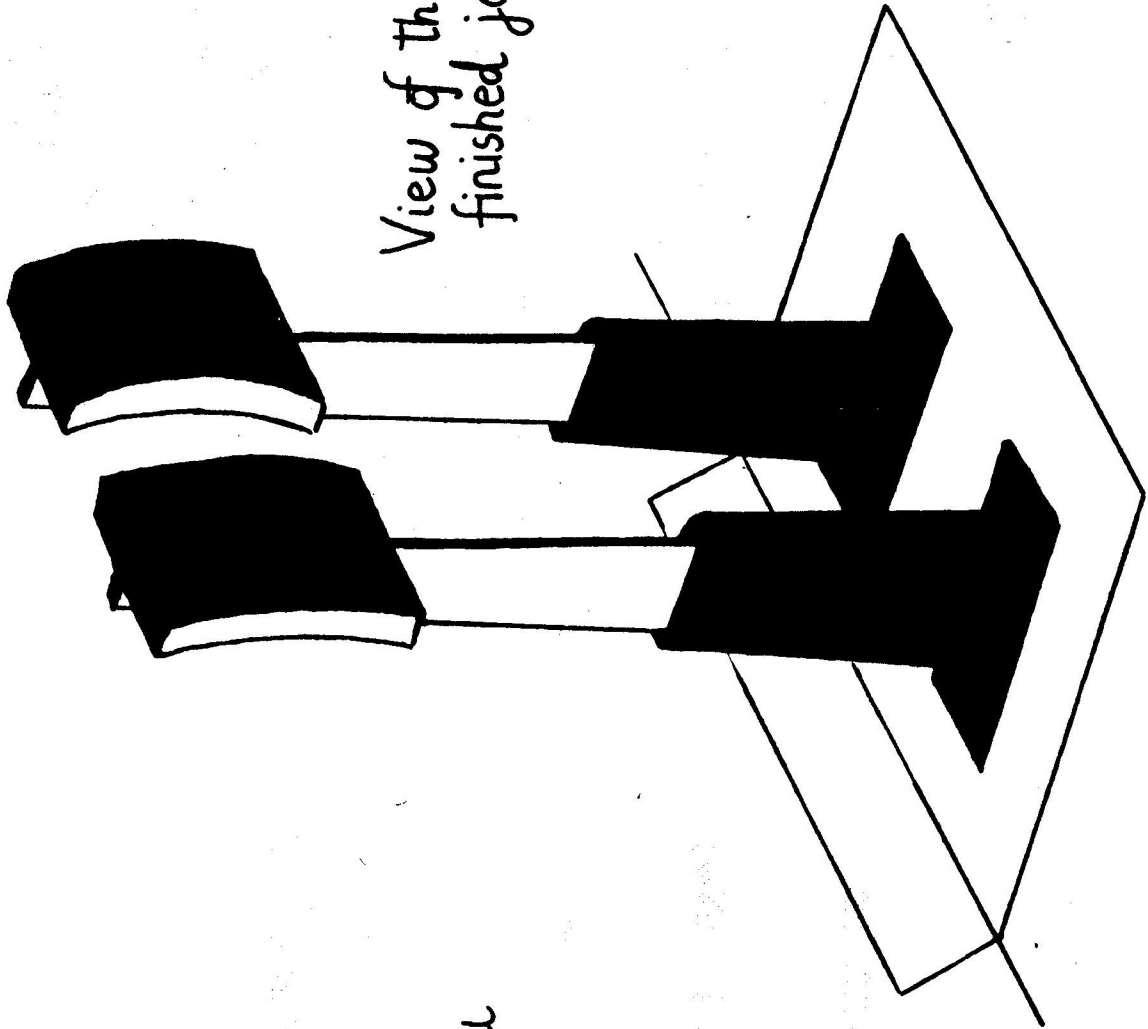
PARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***SPARES***

I assume that by now you will all have received the latest New Parts list (Yes, I know it has got November 1984 on the front, but it's the latest)

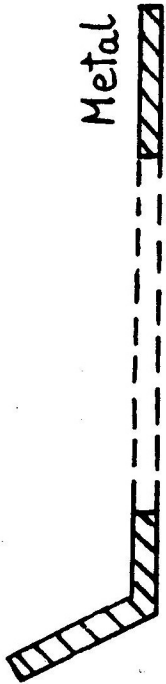
In case you have not received the latest 'goodies' sheet, the newest items are detailed below:-

| | | | |
|--|----------|--------|-------|
| Throttle Cable | 101730/1 | 3,50 | |
| Heater Kit Assembly | 550736 | 25,00 | |
| Gasket (Engine Rear Plate) | 200097 | 0,50 | |
| Gasket (Timing Cover) | 200102 | 1,00 | |
| Con Rod | 100828 | 6,00 | |
| Gudgeon Pin Bush | 100798 | 1,00 | |
| Head Gasket | 200175 | 10,00 | |
| Water Pump Circlip | 500047 | 0,15 | |
| Steering Unit Ball Cup | 500289 | 0,50 | |
| Master Cylinder Service Kit | 500900 | 1,50 | |
| Trafficator Bulb | 57599 | GLB256 | 0,25 |
| Valve Guides | 100862 | 0,70 | |
| Handbrake Cable (front Section) | 101249 | 5,00 | |
| Handbrake Cable (Rear Section) | 200324 | 6,50 | |
| Sump Gasket | 200623 | 1,00 | |
| Headlamp Rim | 59779 | 4,50 | |
| Flexihose (Frame to 3-way on axle up to TT14829) | 59550 | 4,50 | |
| Hose By-pass Connection | 101656 | 0,80 | |
| Full-off Spring (Foot Pedals) | 27645 | 0,40 | |
| Oil Pump | 100460 | 9,00 | |
| Spring (Gearbox) | 37502 | 0,30 | |
| Screw (Volume Control, Carb) | 57412 | 0,40 | |
| Flexible Oil Pipe | 101050 | 1,20 | |
| Anchor Plate (Tensioner, Timing Chain) | 43752 | 0,40 | |
| Anchor Pin (Tensioner, Timing Chain) | 33214 | 0,15 | |
| Bush, Clutch Shift (Gearbox) | 36998 | 0,70 | |
| Manifold Nut | 100498 | 0,12 | |
| Shim | 100564 | 0,15 | |
| Stub Axle | 100860 | 4,50 | |
| Propellor Shaft (Complete) | 102061 | 18,00 | |
| Steel Bush (Lower Wishbone) | 110695 | 1,25 | |
| Top Inner Fulcrum Pin | 200659 | 5,00 | |
| Road Wheel | 300612 | 6,75 | |
| Radiator Shell | 800074 | 17,00 | |
| Front Wing (Inner Left Hand) | 900017 | 35,00 | |
| Cant Rail Assembly (Left Hand) | 800170 | 12,00 | |
| Headlamp Dust Rubber | | TM115 | 0,60 |
| Exchange Water Pump | | TM501 | 20,00 |

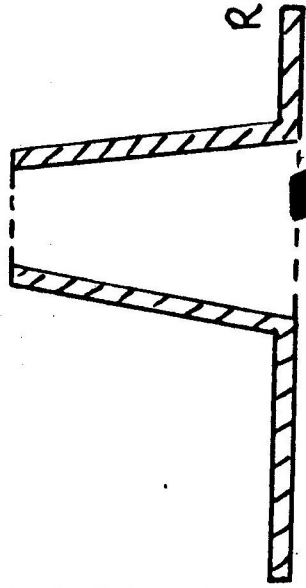
View of the finished job



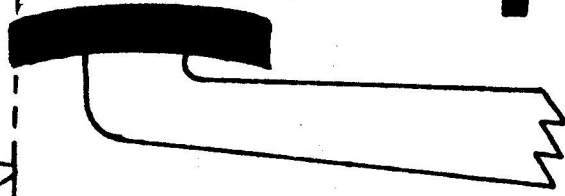
Metal Plate



Rubber Seal



Pedal



Car Floor



this little bit of light relief sent in by Phil Hall. Answers next mag.

VEHICLE IDENTIFICATION COMPETITION.

CAN YOU IDENTIFY THE VEHICLES THAT ARE QUOTED BELOW, THE CLUES ARE IN TWO PARTS, (1) CRYPTIC, (2) ANAGRAM. THE ANSWERS ARE IN TWO PARTS, (TYPE) - (MAKE).

| | (CRYPTIC) | (ANAGRAM) | (TYPE) | (MAKE) |
|--|-----------|-------------|--------|---------|
| I will give a for instance, i.e. ; WEATHER DESIRED FOR A PERFECT SUMMER HOLIDAY. | | NSNYU, | SUNNY. | DATSUN. |
| (1) WITH THIS YOU COULD HAVE THE WHOLE WORLD AT YOUR FEET. | | SAATL | _____ | _____ |
| (2) YES. MINISTER, COULD DRIVE YOU TO THIS. | | ETRIEWSSTNM | _____ | _____ |
| (3) REMOVE CREDIT FROM A CRISIS FOR THIS. | | SIIS | _____ | _____ |
| (4) DID A FORMER SPANISH QUEEN INSPIRE THIS. | | LEASBILA | _____ | _____ |
| (5) A JUNIOR COMMISSIONED OFFICER TO CARRY THIS FLAG. | | GSNNIE | _____ | _____ |
| (6) CAROLINE, ANNE OR MARGARET, MAYBE ONE OF THESE. | | PENSRSIC | _____ | _____ |
| (7) COULD FAME BE THE SPUR FOR THIS. | | NNEWRO | _____ | _____ |
| (8) DOES BERNHARD LANGER DRIVE THIS. | | FLOG | _____ | _____ |
| (9) CONGLOMERATION OF STARS, MAYBE. | | AAYGXL | _____ | _____ |
| (10) PILGRIMS PROGRESS TO THE NEW WORLD. | | LAMWEYFRO | _____ | _____ |
| (11) DID GUSTAV HOLST PROMOTE THIS PLANET. | | PRIJETU | _____ | _____ |
| (12) WAY OVER A RIVER FOR A UNIVERSITY COUNTY TOWN. | | DRAMCIGBE | _____ | _____ |
| (13) TESSA SANDERSON DRIVES THIS. | | VENLAIJ | _____ | _____ |
| (14) ORIGINAL JEWEL IN THE CROWN, PERHAPS. | | BRYU | _____ | _____ |
| (15) FOUND ON THE EAST COAST OF ENGLAND. | | LAAGIN | _____ | _____ |
| (16) BLOWS HIS OWN TRUMPET ON STATE OCCASIONS | | DERHLA | _____ | _____ |
| (17) THIS EASTERN SWORD SHOULD CUT THROUGH THE TRAFFIC. | | STAIRMIC | _____ | _____ |
| (18) MONEY FIT FOR A QUEEN. | | GREINVOES | _____ | _____ |
| (19) SPEEDY AFRICAN ANTELOPE. | | LEGALZE | _____ | _____ |
| (20) ITEM OF ROYAM REGALIA. | | PETERSC | _____ | _____ |
| (21) THIS DEFINITELY FOR | | PLAINE | _____ | _____ |
| (22) MADE FOR THE LITTLE PEOPLE. MAYBE?. | | DIEMTG | _____ | _____ |

ONE POINT AWARDED FOR EACH PART OF CLUE ANSWERED CORRECTLY, (a) FOR TYPE OF VEHICLE.
(b) FOR MAKE OF VEHICLE.

We are indebted to Mr. R.L.Jenkins of Youngsbury, Wadesmill, Ware, Herts for the following alternatives and wrinkles, all for a Mayflower.

Small end bushes GLACIER S4537L Bedford (Std) Manufactured by A.E.Auto Parts, Bradford, England.

Valve Spring Terrys. 45I 543 Fiat I200, I100, I03D, I03H
1958 I set of 8 pairs, use appropriate size.

Ex. Valves Tranco. Triumph XB 2595 ex. High Chrome Silicon.
manufactured by Farnborough Engineering Co. Ltd.,
Farnborough, Orpington, Kent, BR6 7AT

Speedo Cable complete Late 50's, early 60's Hillman Minx NOT Superminx

Brake Shoes 1973 Vauxhall Viva? model with Lockheed brakes on one
axle and Girling on the other. Take old shoes as pattern.

Distributor complete Morris Minor I000. Can be made to fit with small amount
of work. Remove old dist. locking plate Minor dist. will
will then fit straight in. Change plug leads to new cap.
Purchase or find old brake bleeding nipple, hacksaw off
short length of the threaded end containing the ball
valve. Drill and tap a hole in inlet manifold just below
carb. Solder short length of copper tube to nipple then
screw in to manifold. Plastic tube onto copper pipe
completes vacuum pipe.

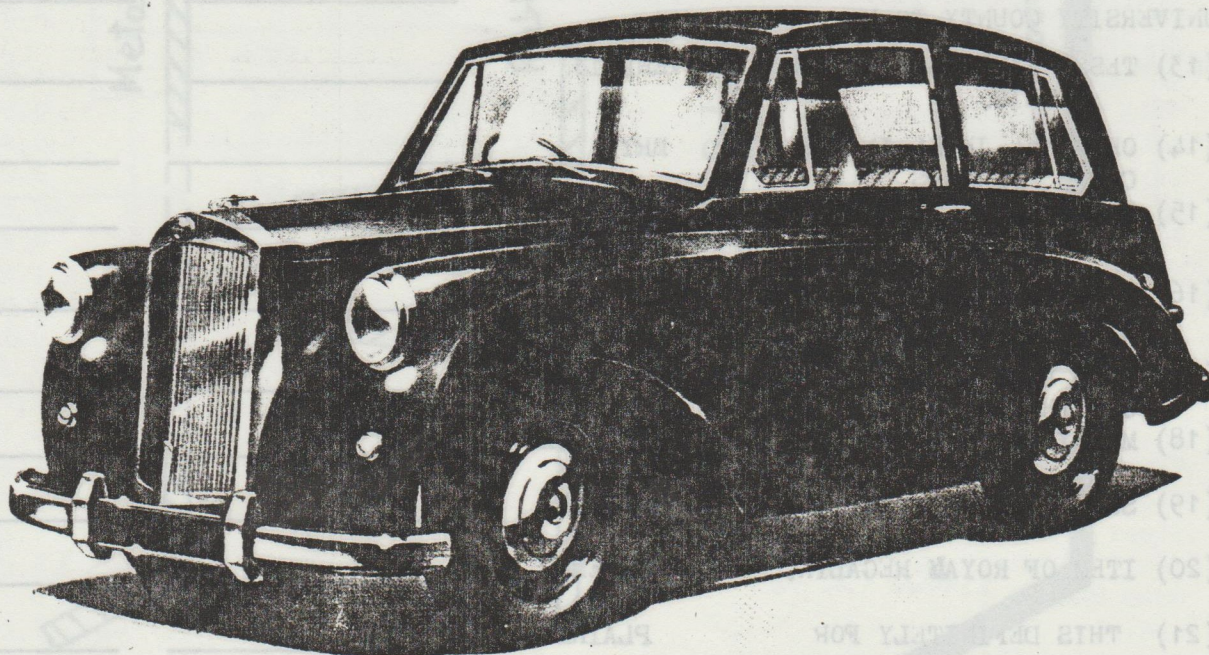
Water Pump Gland Washer. I was told by my local Triumph Spares Dept. that
a Triumph Herald one would fit.....it did.

Tappet Adjusting Bolts. Triumph dealers. Eyles and Coxeters Ltd., London Rd.
Headington, Oxford obtained these for me.

Water Pump Bearings. Buy as standard bearings.

Water Pump Shaft made for me by local eng. firm using old one as pattern.

Water Hoses. I now use standard size flexible hosing cut from long
lengths which my local garage stocks.



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.
Telephone: MAYfair 5011

THE TRIUMPH MAYFLOWER

Mauve Mayflower - Runner, but a bit tatty. £200 ish. Phone Arthur Johnson on Liphook 722176.

John McGlynn has a mint condition Mayflower Service Manual (The greyish hardbacked one with the ship on the front) Anyone interested should phone John on 0253 63996,

New Museum - The Sparkford Motor Museum in Somerset. Sounds like a nice days outing destination/meeting place. Details from Mike Penn on Cadbury 40804.

I hear on the grapevine that Reg Varney has been ill - a heart attack no less. We all hope that you are on the mend Reg, and that you will take things easier in the future.

Dear Paddy, (our archivist)

Yes, I have a copy of all the club mags from No.1 to date, and when I get copies of the ones that you want, I will send them to you. Ed.

ROADSTER RAMBLINGS

So this chap had started up in business on his own and he was making a great success of it. Trouble was, he had no time to do those 'just' jobs around the house - you know, 'just' fix the fence, 'just' mend the washing machine. In fact his wife had just finished reeling off a whole list of jobs which he simply hadn't got around to, when there was a knock at the back door.

Making the best use of this as a chance to escape, the man answered it, to be met by two scruffs who cried in unison, "War neejobzdocin?" Having eventually unscrambled the code and realised it was bob-a-job week, the chap immediately realised that here was an opportunity to get back in the wife's good books. So he pointed to a couple of brushes and a tin of green paint in the corner of the kitchen and said, "Well, you could paint the porch out front for me."

Well, before you could say "Dib, dib, dib", the two lads had grabbed the materials and disappeared round the front of the house. The wife, all smiles, went happily about her cooking while the husband, with a self-satisfied smirk, went back to his calculator.

Two hours later came another knock at the back door. The wife opened it to be met by the two lads. "Finished", they announced.

"Fine", said the wife, "that's worth a fiver - each."

"Ooohh!" said the husband, reluctantly paying up, "I hope you've done a good job."

"Well", said one lad, "it was a bit difficult round the windows, but I think it's all right." And as they reached the back gate he added, "Oh, and by the way, it's not a porch, it's a Ferrari!"
Dick Ezete.

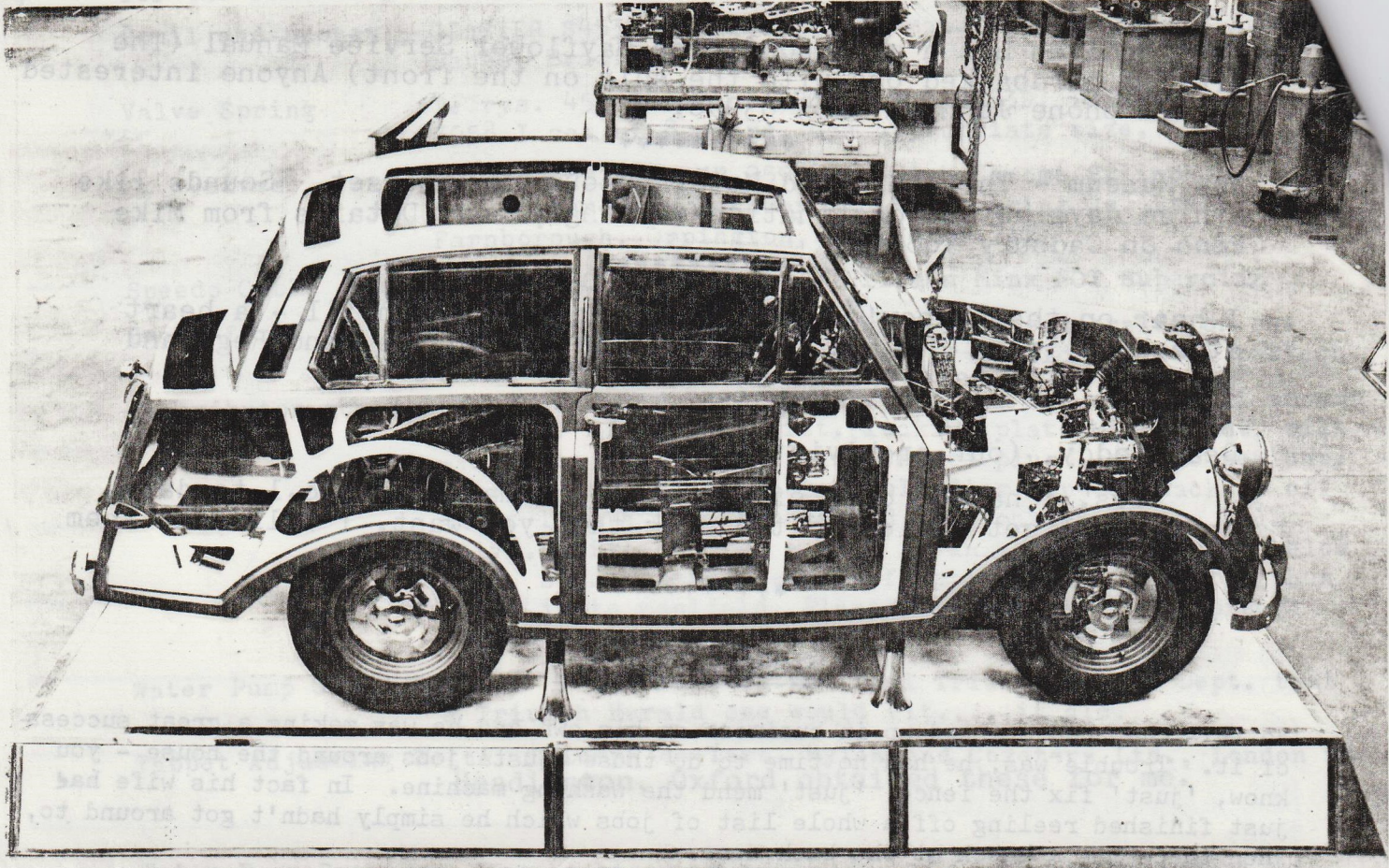
TAILPIPE.

Thanks to Tom Robinson who has sent me lots of mag material from Standard Car Reviews, and to Randy Mason and TRC for other items.

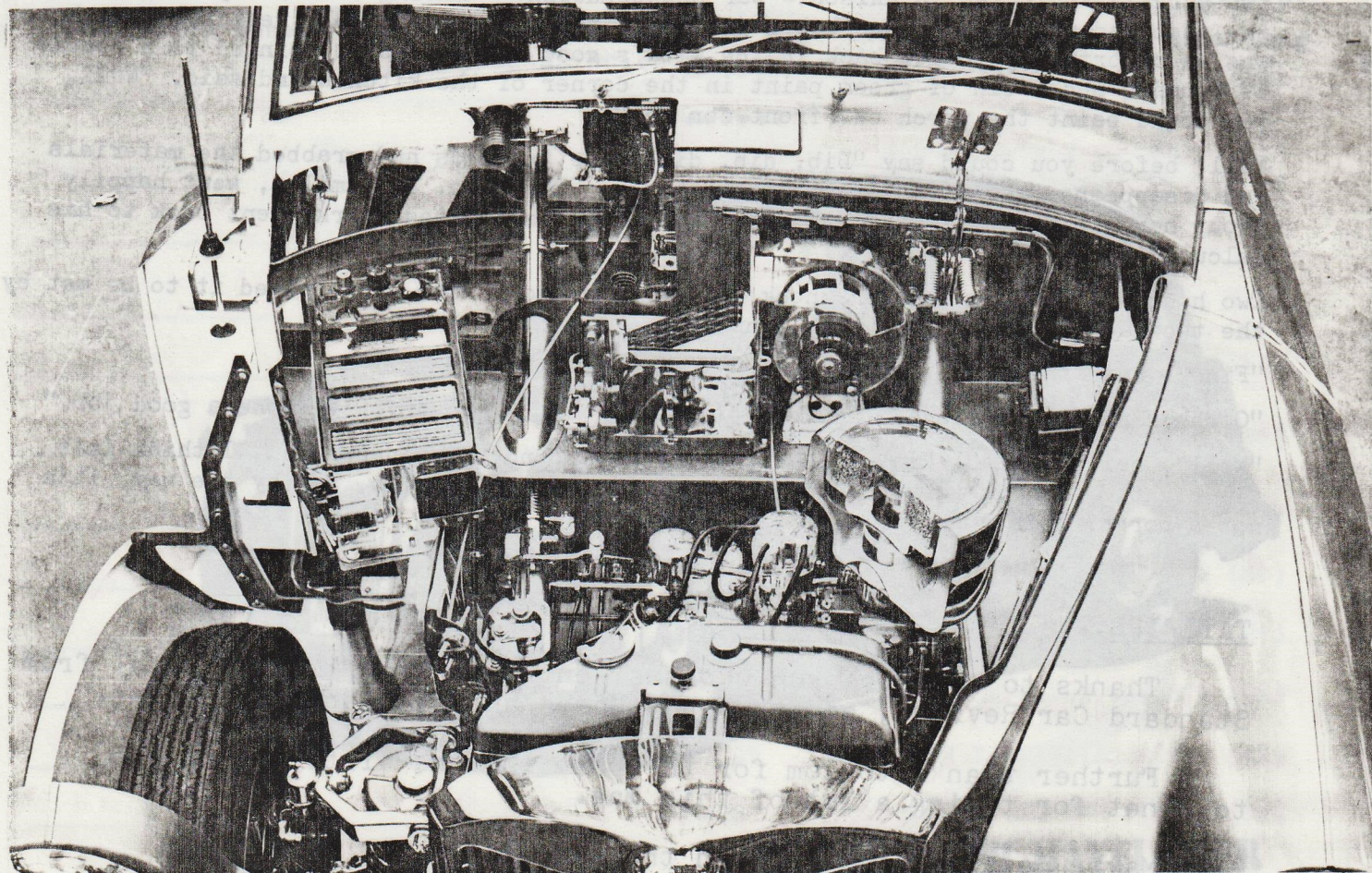
Further thanks to Tom for the printing and distributing and to Janet for typing a lot of this mag.

Maybe details of an AGM in the next mag....

Bye for now. Ed.



EARLS COURT SECTIONED MAYFLOWER, 1950-51



NOTICE OF THE CLUB'S ANNUAL GENERAL MEETING

1. DATE: Sunday 11th May 1986.
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.
- (c) Matters arising from those minutes.
- (d) Reports from Committee Members.
- (e) Election of Officers.
- (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 the 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 Club Secretary 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 matters which are concerning you.

Correspondence about the AGM. Any apologies for absence, informal enquiries about committee posts, formal nominations for them, or motions to be discussed under any other business, should be sent to the Club Secretary.

Food & Drink: Extremely good meals and snacks available at the bar. Tea and sandwiches provided after the meeting.

How to get there: Eathorpe is near Leamington Spa and close to where the B4453 crosses the A423 (East of Leamington Spa) Look out for the sign as the Hotel is not visible from the road.

NOTICE OF THE CLUB'S ANNUAL GENERAL MEETING

1.30pm - 10.30pm
 Radnor Park Hotel, Poase Way, Llanidloes, Powys, SA71 2ES.

(a) Apologies for absence
 (b) Minutes of the AGM
 (c) Declaration of Interest

The Committee would like to thank all members for their support and contribution to the Club over the past year. The AGM is an important part of the Club's life and we are pleased to have such a high attendance. All members are invited to bring along their nomination forms for the next year's Committee and to bring along their own ideas and suggestions for the future of the Club. The AGM is an important part of the Club's life and we are pleased to have such a high attendance. All members are invited to bring along their nomination forms for the next year's Committee and to bring along their own ideas and suggestions for the future of the Club. The AGM is an important part of the Club's life and we are pleased to have such a high attendance. All members are invited to bring along their nomination forms for the next year's Committee and to bring along their own ideas and suggestions for the future of the Club.

The AGM will be held at the Radnor Park Hotel, Poase Way, Llanidloes, Powys, SA71 2ES. The meeting will be held at 1.30pm and will last until 10.30pm. The agenda for the evening will include the presentation of the Committee's report, the election of the next year's Committee, and the presentation of the AGM report. It is hoped that the evening will be a successful and enjoyable one for all those who attend. The Committee would like to thank all members for their support and contribution to the Club over the past year. The AGM is an important part of the Club's life and we are pleased to have such a high attendance. All members are invited to bring along their nomination forms for the next year's Committee and to bring along their own ideas and suggestions for the future of the Club.

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