



# **TRIUMPH**

# **MAYFLOWER**

# **CLUB**



# **FLOWER**

# **POWER**



THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1986/87.

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

VICE-CHAIRMAN: TERRY GORDON.  
12, Manor Close, Hoghton,  
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 TECHNICAL SECRETARY: 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 &  
MAGAZINE EDITOR: STEPHEN PARNELL.  
Stag Cottage, Wootton 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.

\*\*\*\*\*



SPRING ISSUE No.42.

Eds Bit:-

Another season - another mag, and from the list of 'credits' opposite you will see that there have only been a few changes in committee positions following the AGM.

Attendance at the AGM was - as usual, minimal, but it seems that a lively time was had by all. See minutes elsewhere.

This is well and truly the season of events, the main ones for our club being The Bromley Pageant of Motoring, The National Rally at Burford and the Standard Triumph International Rally at Alcester. For the STIR Rally you will find a detachable entry form at the back of the mag.

Talking of forms, there is another form at the back which is for your subscriptions ( which are due now - at the same rate as last year), unless you have joined since September 1985.

Its been a bad year for me as far as club activities are concerned, as I could not attend the committee meeting or the AGM and I will be in Devon on holidays which were booked in July 1985 - long before this year's National Rally date was fixed! But I will be at Bromley, so I may see some of you there.

I do hope you have enjoyed the past dozen or so mags, which I have cobbled together, and I am sure that our new Magazine Editor Stephen Parnell will do a far better job than I have managed to.

M.B.

\*\*\*\*\*

A few years ago our secondhand spares were organised and run by Frank Lane, who sadly died quite suddenly.

Since then the spares have lain in a garage - somewhere near deepest Newbury, which had a very large padlock on its door that prevented us ( the members ) from reaching them ( the spares ).

Well - very recently Stephen Parnell complete with crow-bar, angle grinder and much determination finally gained entry to the garage and discovered an Aladdins Cave of secondhand spares ranging from axels to zeveral doors.

There is apparently every conceivable secondhand spare for our cars which could be taken off of scrapped cars before the body shells were disposed of.

If anyone wants any of these spares at reasonable prices, e.g, gearbox £15, axle £10 Etc., Stephen is prepared to bring items to the National Rally. So contact him soon at his home address.



## MAYFLOWERS IN CYPRUS

Dear Sir,

You may be interested in this photo of our small fleet of Mayflowers. They are quite popular, to such an extent that they represent 50% of the cars in the unit.

The owners are: E139 myself, E730 S/Sgt. Pick, E785 Captain Brookes, C425 Lt. Forbes-Nixon and C239 Captain Cartwright. We are all pleased with the Mayflower, finding it very easy to handle and economical to run and maintain. The roads in Cyprus are generally poor but we find that the cars hold to steep cambers and road depressions in a satisfactory manner.

We are situated on the south coast of Cyprus at Nanarea where railways, good bus services and roads are practically non-existent. The peculiar thing about Cyprus roads is that it is correct to drive on the crown of the road, since most of the roads are so narrow that driving on your own side would have no advantages. When passing another vehicle it appears to be the endeavour of every driver to remain on the crown of the road as long as possible and not be forced on to the rough verge. The result of this is that sooner or later you receive a "Cyprus Medal," which is the priming coat of paint on the part of your car where you bumped or grazed the other fellow. If your nerves are bad you keep a good looking car; if your nerves are good and you do not like being forced off the road, you will in due course receive a bump. Having to go on to the verge is sometimes

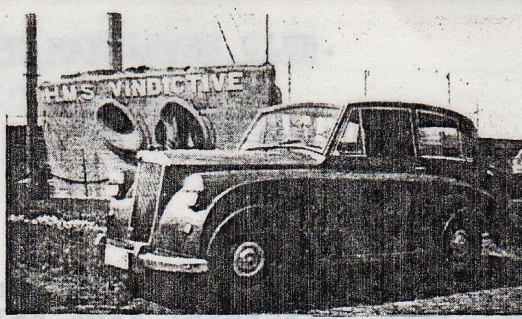
fraught with danger as it may be just soft sandy earth or wet, sticky clay.

Many people who take a driving test on the island are horrified when they learn that the Cyprus Police Transport Section advocate the continual and loud use of the horn, slipping of the clutch to negotiate corners and hard "revving" of the engine to start on a hill to prevent stalling. In fact, my wife was told by the Driving Test Inspector that, "Oh! You can always buy new clutch plates." Such items are the less pleasant things of motoring in Cyprus. It is really a fine little island for motoring and there are many places of interest that one would not be able to see except by car.

Many Service people visiting Cyprus hire cars for their holiday period and so enjoy wonderful holidays. Spring is the best time, summer is too warm and humid. We enjoyed reading the article on Cyprus in a recent *Standard Car Review*, no doubt the writer wished he could have stayed longer.

Yours faithfully,  
D. Henderson.

C.R.E. Dekhelia,  
M.E.L.F. 3.



## H.M.S. VINDICTIVE MEMORIAL

THIS picture of a Triumph Mayflower in front of the Memorial to H.M.S. "Vindictive" at Ostend recalls an epic sea story of the first Great War.

Early in 1918 activities were being intensified against the German submarine menace in the channel, and a daring operation was planned to block the entrances to the Bruges canal at Zeebrugge and Ostend, and so close it to the Flanders submarine flotilla.

A two-pronged attack was launched against both entrances simultaneously. The old cruiser "Vindictive" was in the successful Zeebrugge attack, got safely back to Dover, and then joined the second Ostend attempt after the first had misfired.

On the night of May 9-10th the "Vindictive," with officers and men who had been in the first action, approached Ostend harbour and ran under very heavy fire.

The captain was killed, but the ship was just able to reach the canal entrance, where she grounded and was sunk—thus valiantly completing her task. The crew were saved by two motor launches. Casualties in the two attempts were 637 killed, wounded or missing.

Submarine operations in the area were hampered for some time, and the activities of our naval forces along the coast caused a concentration there of German troops who might have been used to greater advantage in other areas.

As with comparable operations in the last war, the effect on the enemy's morale was considerable.

The photograph was sent to us by Imperia S.A., Standard & Triumph Distributors in Belgium.



## BY MAYFLOWER TO ROME

Dear Sir,

I have just returned from a trip to Rome in my Triumph Mayflower. Your readers may be interested in the enclosed pictures. The first showing "on loading" at Folkestone; the second on the Simplon Pass and the third at the summit.

I do not know whether this is the first occasion that a Mayflower has done this trip, but I must say that my car put up a magnificent performance with a load of four adults, a boot full of baggage and five suit cases on the roof grid.

Yours faithfully,  
F. C. Wilson.

Merton Park,  
London. S.W. 20.

## CONTINENTAL JOURNEY MAYFLOWER

Dear Sir,

The route of my Continental to Triumph Mayflower was Calais, Lyon, Nice, Genoa, Venice, Como, Lugano, Interlaken, Lucerne, Basle, Reims, Calais, a total of 2,200 miles in twelve days driving, giving an average daily mileage of 184 miles. My route took me over the famous St. Gotthard and Susten Passes, of 2,112 and 2,262 metres respectively.

Long spells of second and sometimes first gear work were necessary as my load was five persons and approximately 112 lbs. of luggage.

My total oil consumption for the whole journey was 4 pints with an average petrol consumption of 32 m.p.g.

The only trouble experienced was overheating of my front hubs due to excessive use of the brakes during the descent of the St. Gotthard. This led to the running out of the hub grease which was fortunately noticed and re-packed.

I would suggest that all intending motorists over the Alps should be warned against repeating my mistake of excessive braking—these long, steep descents can only safely be made with the help of low gear engine work.

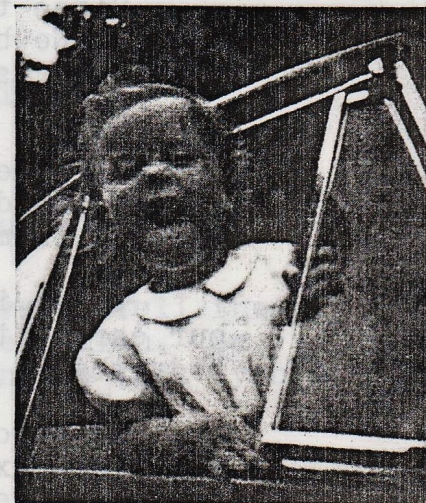
I can only add that my passengers and myself have nothing but praise for the



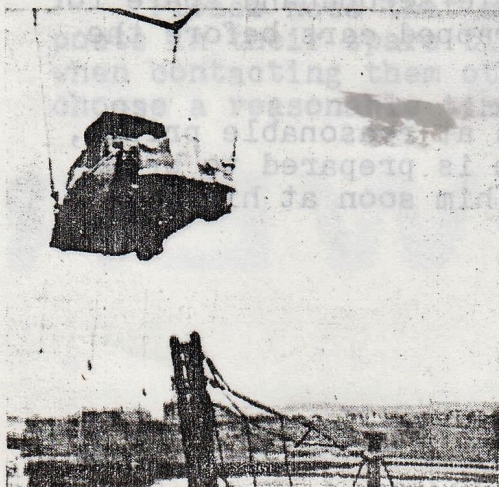
comfortable and practically trouble free tour which we had in Mayflower No KDU.933.

Yours faithfully,  
M. C. Rogers.

Coventry.



A YOUNG ENTHUSIAST. Framed in the window of her father's Triumph Mayflower, Carolyn Roginso makes a delightful portrait. Twenty months old Carolyn is already a most enthusiastic car traveller and is probably the youngest Triumph "fan."



See "By Mayflower to Rome" letter.



# TRIUMPH MAYFLOWER CLUB



Minutes of the AGM held at Eathorpe Park Hotel on 11 May 1986

Meeting opened by Peter Burdge at 14.10 hrs after a quorum was declared. A special welcome was given to four new members. This is the Eleventh AGM of the Club.

1. Apologies for Absence received from: Malcolm Bath  
Shaun Spooner  
Terry Gordon
2. Minutes of 1985 AGM taken as read: Proposed by R. Varney  
Seconded by P. Hall
3. Matters arising from minutes of 1985 AGM: as there were no matters arising it was decided to proceed on matters arising from minutes of Committee Meeting held at The Burtle Inn on 22 March 1986.

Second Hand Spares. S. Parnell had to cancel his planned trip to the lock up garage in Wantage through illness. However, directions and access have been arranged including a grinder for the lock due to missing key. There is therefore a further quarter year rent to pay (£164 per annum) and S. Parnell will re-arrange his trip shortly. After a brief discussion regarding the organization of the re-sale of whatever spares may be found in the lock-up garage, it was decided to wait and see the market before adding these spares to J. Gogay's list or selling independently through S. Parnell.

Car Magazine Advertising. Nothing has been done to date with regard to making use of free advertising or advising car magazines of any change of Officers of the Club. Letters were written to various organizations in August and November 1985 with regard to the above, this included some car magazines.

Subscriptions. It was decided not to increase subscription fees. A renewal slip giving clear instructions for payment etc. needs to go in the magazine.

Re-election of Officers. All Officers agreed to re-election except the Committee appointment of Magazine Editor. A written confirmation was received and read from M. Bath confirming his resignation as Magazine Editor after the May 1986 issue. S. and N. Parnell were elected to continue the role, from the August issue. The hand-over could be completed at the Rally. M. Stone suggested a large advert. in the magazine indicating that material for the magazine should be sent to the new Editor after May.

Rubbers. Some rubbers for windscreens etc were bought by the Club approx. 1978 when the Club had no money. Sponsors were found at that time and to date they have not been re-paid in full. A long discussion ensued regarding the amounts due, method of re-payment, keeping separate accounts etc. £200 each has been re-paid to date, leaving £260 each still outstanding. R. Hagger proposed that all rubbers received by the Club to the present should be paid for to date and in future should be paid for as received. R. Varney then proposed that rubber sponsors should be paid for rubbers supplied to the Club to date. It was decided



P. Burdge should do a stock-take and the sums involved at home shortly. P. Hall suggested keeping a separate rubbers account. This was done at one time but was found to create difficulties and complications.

Car Badges. J. Gogay has availability; to be advertised in the magazine.

Registration Numbers. It has been decided to collate registration numbers throughout the history of the Club. To be compiled by E. Webber and chased by S. Parnell.

Quarter-Light Rubbers. Four patterns are needed as there is a demand for these, especially from the USA. Drawings were destroyed by BL in 1971. All models have the same fitting. This is in hand.

Rally. To be held at Burford Wildlife Park on 20 July 1986. A notice should be sent out to encourage fringe participants. R. Varney proposed a full or half-page advertisement in the magazine to attract maximum attention.

#### 4. Committee Members Reports

Treasurer. Copies of the statement of accounts for the period 1st September 1984 to 31st March 1986 were distributed and summarized as follows:

INCOME: £1909.94

EXPENDITURE: £989.94

Excess of Income over Expenditure is therefore £920.00; in effect this is only £520.00 when taking spares loans into account. There are no accounts outstanding. M. Webber requested that the AGM be held in April/May in future for the accounts to run concurrent with Membership and Financial Years. It was noted that an over-charge on printing amounting to £98 over several issues had been re-paid; also noted was refund of bank charges. £38 was spent on headed paper which had unfortunately not been needed. It was considered that inland subscriptions should be kept unchanged, but an increase in overseas members fee to £10 was proposed by M. Webber. It was decided to review all subscription rises together at the next AGM and take no action to this effect at present. Unsealed envelopes for overseas mail were considered cheaper and will be used in future. In 1976/77 a share was bought in Club Triumph and an assurance given to STIR to pay £25, it was agreed to pay as assured. Spares account ledgers were handed over from PB to MW/JG. Some money is owed for spares loans. Thanks to the Treasurer were given by the Chairman.

Membership Secretary. The Club has 109 members. The problem of magazine distribution was raised; some paid-up members do not receive a copy, some lapsed members continue to receive a copy. P. Hall suggested that addresses of all new members should be sent to Tom Robinson direct as well as to the Magazine Editor and Spares Secretary. The numerical/alphabetical list of members has been scrutinized with regard to those who have paid up to March 1986. Twenty or so members remain on the list who have not paid since 1984. The list therefore needs revising. Complimentary copies of the magazine are sent out by Club resolution; this matter was discussed and will be sorted out. Membership renewal slips with a reminder to enclose a SAE are going out with the next magazine. The Membership Secretary requested a mail shot to tactfully discover which members are currently missing out. Authority was granted for this.

Spares Secretary. Up to date copies of the computer print-out catalogue will be supplied as requested. Complete stock control is now done through computer. Account to the end of March stands at £1866.29. £1500.00 in spares have been purchased in the last six months and a reasonable stock has been built up. Plenty of gaskets from New Zealand are available. Cylinder heads and rebound cables are in hand for manufacture. A vote of thanks to J. Gogay was proposed and seconded.

Archivist. Old magazines are being received following a request to M. Bath. Enquiries are being received steadily. Any paper work from any source is seen as valuable. Designers are proving hard to trace. Photographs of a Mayflower Pick-Up were passed from P. Burdge to S. Parnell. A letter of thanks to be written for the photographs and negatives received.



Rally Secretary. No report was received. J. Gogay will attend Biggin Hill in May. M. Bath and J. Gogay will attend Bromley in June. Standard Triumph International Rally at Coughton Court on Sunday 14th September, Warwickshire was advertised as worth going to. An entry form will be printed in the magazine. TMC traditionally is involved in this with regard to admissions at the gate. Volunteers are needed. It is hoped S. Spooner will attend. There may be pre-planning meetings. P. Hall raised the issue of lack of attendance and enthusiasm for rallies. It is hoped that the role of Rally Secretary will help to promote the events despite the obvious lack of interest. A table of information should be available at our own Rally to encourage enquiries. P. Hall will investigate and advertize a possible promotion event at the Maritime Museum, Bristol where a barge called the 'Mayflower' will be launched.

Magazine Editor. A written report was received and read by the Chairman. The next magazine will be printed by the end of May. Copy date 19th May. Thanks were expressed to Janet for typing the copy. A request for the Treasurer to give costs of printing and distributing the magazine was made. This amounts to £84 per issue. Thanks were given for magazine material supplied. M. Bath gave written confirmation of his intention to resign after the May issue. A vote of thanks to M. Bath for his work was proposed by J. Gogay and seconded by R. Varney.

Chairman. Improvements during the last year were noted and Committee Members thanked. The trend of one Committee meeting was seen as valuable. A year of consolidation was concluded.

5. Re-Election of Officers. That all seven posts be re-elected on block was proposed by R. Varney and seconded by J. Gogay. That M. Bath be appointed as Technical Secretary was proposed by E. Webber and seconded by P. Hall. With regard to the appointment of an Auditor, R. Hagger proposed that the Committee be empowered to appoint an Auditor and R. Varney seconded this.
6. Any Other Business. There was no other business.

The meeting was closed by P. Burdge at 16.10 hrs.

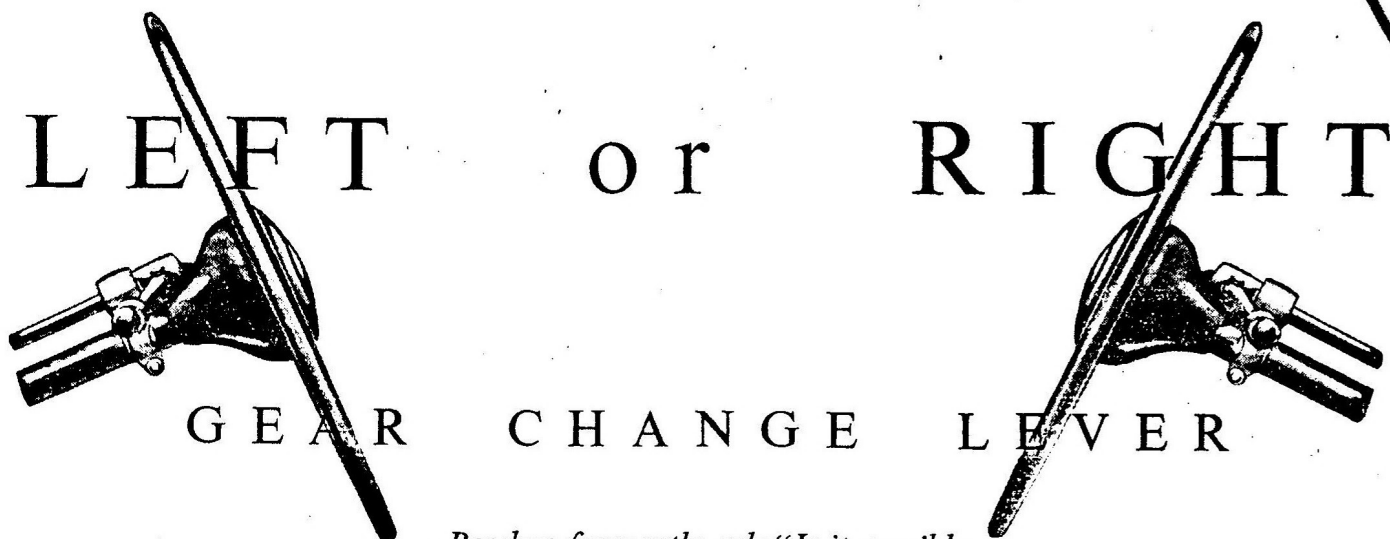
MEMBERS PRESENT: P. Burdge, J. Gogay, M. Webber, E. Webber, S. Parnell, K. Reed, C. Parsons, B. Parsons, K. Harrison, R. Varney, R. Hagger, P. Hall, B. Taylor, M. Stone.

#### ANSWERS TO VEHICLE QUIZ.

(1)	ATLAS	STANDARD
(2)	WESTMINSTER	AUSTIN
(3)	ISIS	MORRIS
(4)	ISABELLA	BORGWARD
(5)	ENSIGN	STANDARD
(6)	PRINCESS	AUSTIN / B. LEYLAND.
(7)	RENOWN	TRIUMPH
(8)	GOLF	VOLKSWAGON
(9)	GALAXY	FORD
(10)	MAYFLOWER	TRIUMPH
(11)	JUPITER	JOWETT
(12)	CAMBRIDGE	AUSTIN
(13)	JAVELIN	JOWETT
(14)	RUBY	AUSTIN
(15)	ANGLIA	FORD
(16)	HERALD	TRIUMPH
(17)	SCIMITAR	RELIANT
(18)	SOVEREIGN	DAIMLER
(19)	GAZELLE	SINGER
(20)	SCEPTRE	HUMBER OR
(21)	ALPINE	SUNBEAM / CHRYSLER
(22)	MIDGET	M. G.

PHIL HALL  
MAYFLOWER CLUB

## LESSER KNOWN PARTS OF YOUR CAR



*Readers frequently ask "Is it possible to change the gear lever position from one side to the other."*

**T**HE Standard Vanguard, Triumph Renown and Triumph Mayflower are all fitted with steering column gear change levers. During the past two years the position of these levers has been standardised with the lever pointing towards the centre of the car, whether the driving position is right- or left-handed. This coincides with most other makes of cars whether English or American.

We are frequently asked by owners if it is possible to alter the gear lever position to operate from the opposite side, usually because of some disability of the left hand.

It is not unduly difficult to change the lever from one side to the other, and anyone of a reasonably mechanical turn of mind should be able to make the alteration.

We illustrate the two slightly different types of gear levers; Fig. 1 is the earlier type and Fig. 2 shows the slight modifications which were introduced in later models. Their construction can be clearly seen and with the aid of the following description we hope those who wish to change their control will be able to carry out the work without undue difficulty.

The only difference between the two types is that in type 1 (Fig. 1) the end of the lever is forked and fits into the forked end of the gear control shaft, the fork on the lever fitting over a small pin. In type 2 (Fig. 2) the end of the gear lever is rounded and this fits into a hole, *H*, in the gear control shaft, the top of which has two flats to locate the lever cap and inner sleeve assembly, otherwise the movement and operations are

identical. The following brief description and instructions for removal and replacement in the reverse positions apply whether on right- or left-hand driven cars:

The gear control lever consists of the following parts—*A*, gear lever and knob assembly. *B*, lever cap and inner sleeve assembly which is screw threaded and screws into the bush *D*; this is fitted in *G*, the gear lever clamp; which secures the assembly to the steering column. These

two parts, *B* and *D*, are not screwed together completely, consequently *B* is free to rotate in either direction in *D*. The control shaft *E* passes freely through *D* and *B*. Gear lever *A* engages *E* near top of shaft, secured by fulcrum pin *C*. It will, therefore, be seen that up and down movement of gear lever *A* lifts control shaft *E* up or down, whilst horizontal movement of lever *A* rotates gear control shaft *E*, the two movements necessary to change gear.

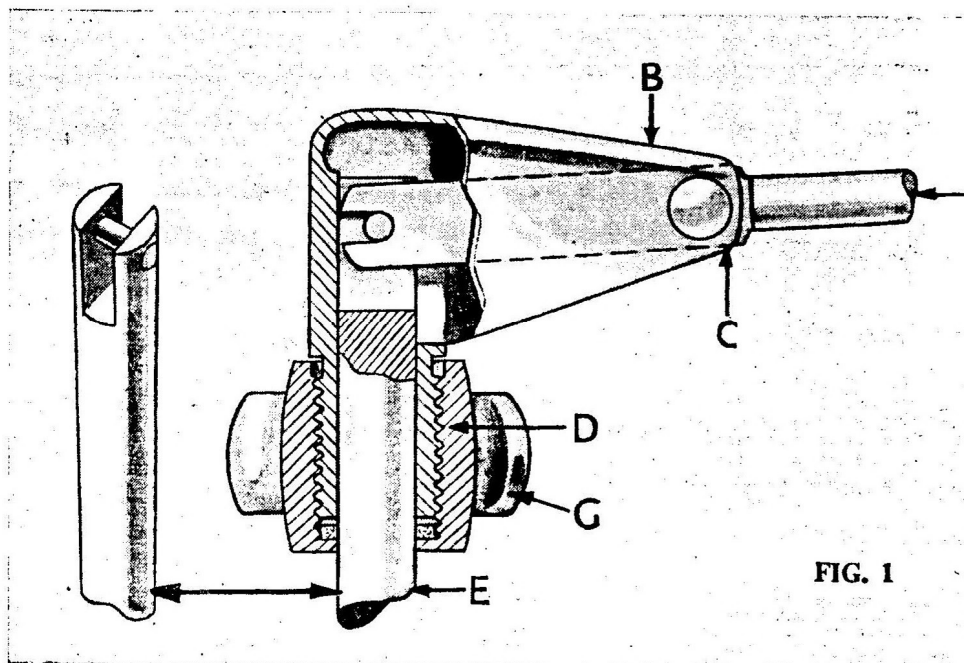


FIG. 1



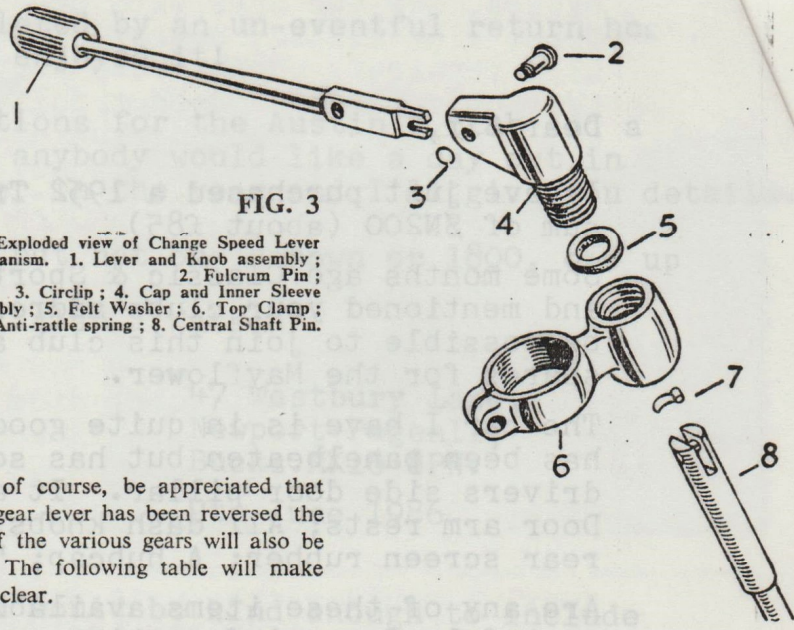
**To dismantle and reverse.**

(1) Remove gear lever *A* by withdrawing fulcrum pin *C* (after removing circlip, see Fig. 3). (2) Rotate cap and inner sleeve *B* through 180 degrees to the opposite side of the steering column. (3) Re-insert gear lever *A* and fulcrum pin *C*. Unfortunately the change is not quite so simple as it sounds, as in most cases, especially with the later type lever, it will be necessary to remove the steering wheel in order to give room for the cap to be lifted off its flats and rotated to the opposite side.

**Removing Steering Wheel.**

To remove steering wheel we refer to sketches 4, 5 and 6. First remove the three screws indicated in steering wheel hub, and gland nut at bottom of steering box. The complete centre control for horn and trafficator switches can then be withdrawn after the connections for the horn and trafficator wires, which pass through the centre of the stator tube, have been detached at the lower end. Within the steering wheel hub will be found a large nut which must be removed. The wheel is then free to be withdrawn from its taper and splines. A proper extractor should be used for this as tapping on the wheel hub may easily damage the hub, unless great care is taken.

With the steering wheel removed and securing clamp *G* slackened (Figs. 1 and 2), the whole unit can be lifted, *B* turned to desired position and all parts then replaced. If difficulty is found in threading the electrical wires through the stator tube a wire may first be threaded through, the wires attached to this and pulled through like a cleaner in a rifle barrel.



It will, of course, be appreciated that when the gear lever has been reversed the position of the various gears will also be changed. The following table will make this point clear.

Gear positions— lever pointing towards centre of car. Right- or left-hand steering.	Gear positions— when lever reversed.
Top—Down and back.	Top—Down and forward.
2nd—Down and forward.	2nd—Down and back.
1st—Up and back.	1st—Up and forward.
Reverse— Up and forward.	Reverse— Up and back.

FIG. 4

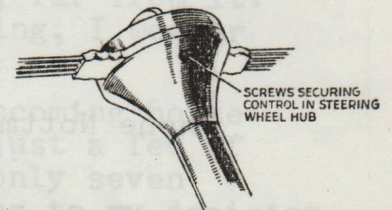


FIG. 5

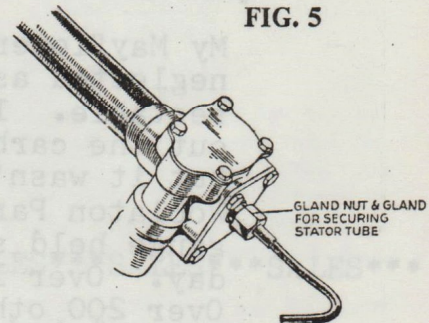
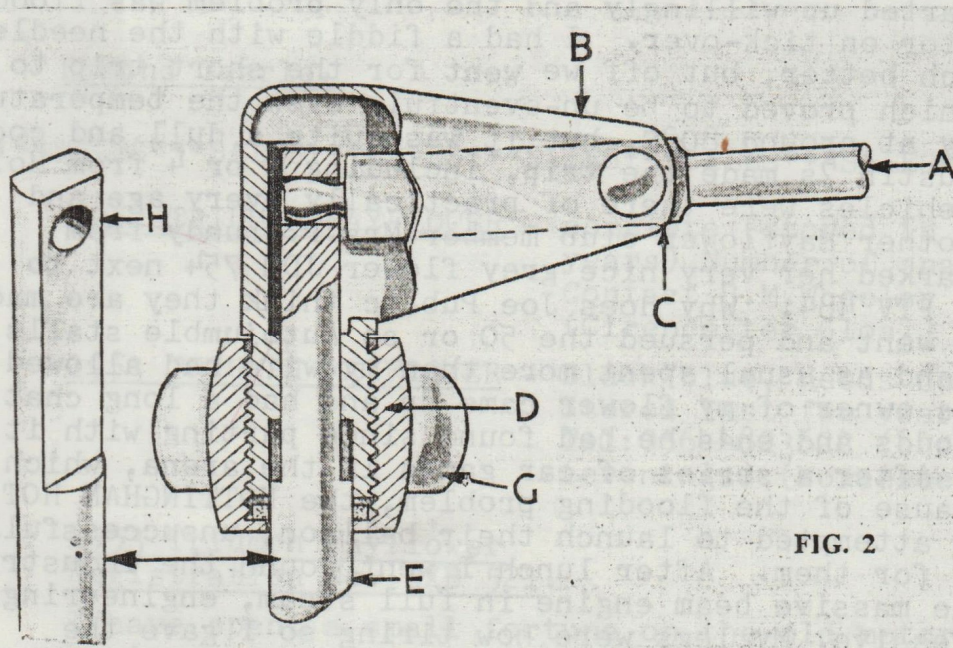
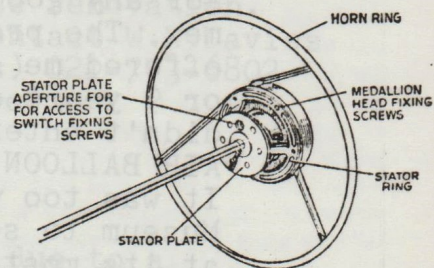


FIG. 6





15, Cullen Street,  
Paeroa,  
New Zealand.

Dear Sir,

I have just purchased a 1952 Triumph Mayflower for the princely sum of £N200 (about £85)

Some months ago Classic & Sports Cars ran an article of the model and mentioned your club's address etc., I was wondering if it would be possible to join this club and possibly enquire about obtaining spares for the Mayflower.

The car I have is in quite good condition, the outside bodywork has been panelbeaten but has some rust in the front foot wells and drivers side door pillar. It also needs some detail parts such as: Door arm rests; All dash knobs; Winder handle knobs and base surround; rear screen rubber; A hubcap; "Mayflower badges".

Are any of these items available in Britain? If so I would be most grateful of any information on their whereabouts and any restoration tips.

Yours faithfully,  
A.R.DON.

\*\*\*\*\*

Phone Nottm 255273

9, Qourn Close,  
Attenborough,  
Nottm. NG9 6BU.

Every year as part of the Nottingham Festival, the Austin 7 Club hold an Autokarna in the splendid setting of Wollaton Park, here in Nottingham. I've attended as a spectator for the last 5 years and was determined this year to take my 'Flower' along for a day out.

My Mayflower had been off the road since November, standing out, neglected as usual, so I spent a couple of evenings making it presentable. It started up willingly and the only problem was flooding out the carburettor on tick-over. I had a fiddle with the needle valve but it wasn't much better, but off we went for the short trip to Woolaton Park, which proved to be un-eventful, even the temperature gauge held steady at around 80°C, but it was quite a dull and cool day. Over 100 Austin 7s made the trip, including 3 or 4 from Holland. Over 200 other vehicles were there of practically every age and model. I met another Mayflower club member Mrs.P.Grundy from Mansfield, who parked her very nice grey flower JDM 754 next to my rather shabby PTV 484. Why does Joe Public think they are made of Aluminium? I went and persued the 50 or so Autojumble stalls for any goodies and as usual spent more than my wife had allowed me. The previous owner of my flower came up and had a long chat, and offered me some odds and ends he had found since parting with it, 8 or 9 years ago. After a series of car games in the arena, which I didn't enter because of the flooding problem, the NOTTINGHAM HOT AIR BALLOON club attempted to launch their balloon, unsuccessfully. It was too windy for them. After lunch I went round the Industrial Museum to see the massive beam engine in full steam, engineering at its most impressive. My legs were now tiring so I gave the Natural History Museum in Woolaton Hall a miss, had an ice-cream, visited the beer tent and then went to see the prize-giving. I have no ambitions in that direction, the challenge of just keeping my relic on the road and passing the MOT each August, and keeping it reasonably original is as much as I can handle.



A most enjoyable day was completed by an un-eventful return home, and I do believe even the car enjoyed it!

Next year is 25 years celebrations for the Austin 7 club and a similar event is planned. If anybody would like a day out in Nottingham give me a ring later in the year and I'll give you details.

There were 3 Roadsters there, but not one Renown or 1800, one up for the Mayflowers at last.

Alan J Watson

47 Westbury Lane,  
Newport Pagnell,  
Bucks.MK16 8PN.

9th June 1986

Dear Malcolm,

I would be most grateful if you would be kind enough to include the enclosed 'for sale' in the next edition of Flower Power.

After about 5 years of occupying the garage the old girl has to go, a decision that I found very hard to make, but I feel it is for the best. It is not that I have lost interest, far from it. But at the rate my restoration project is progressing, I wonder if her tyres will ever touch the tarmac again.

A demanding new business, a growing family, a forthcoming house extension, a Daimler Dart and a single garage are just a few of the reasons, together with the old problem due to only seven days in a week are only a few of the factors leading to my decision.

So I will await a phone call from someone with a bit more spare time than I have who is seeking/relatively easy restoration project with all the expensive jobs and the donkey work already done.

Yours sincerely

Esmond Tearle.

LS\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*SALES\*\*\*

1952 TRIUMPH MAYFLOWER - complete (stored in dry shed for some years) Number of spares included.  
Contact B.M.Wheeler Tel:028577-293.  
(Cirencester Glos.)

1953 TRIUMPH MAYFLOWER - Black/blue, needs complete renovation.  
Stored last few years. Contact W.H.Davies  
Tel:0564-823622 (evenings) 021-773-6802  
(evenings) (Worcestershire)

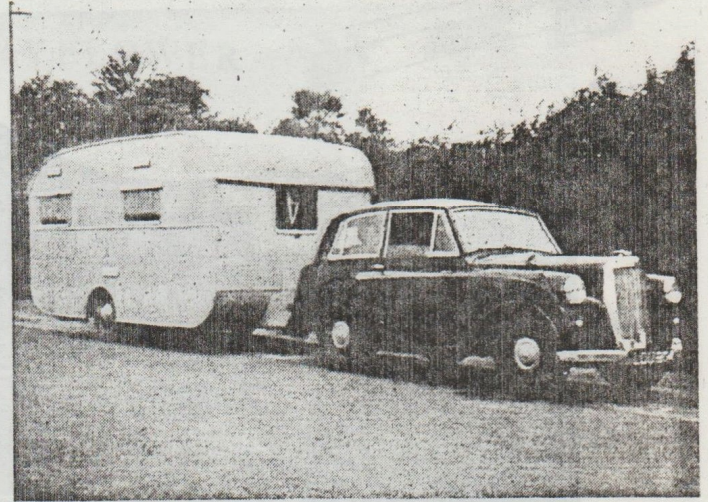
1953 Triumph Mayflower  
Registration No. NXB 521..

I have spent a small fortune on the old motor and due to a business venture, sadly lack the time needed to complete the restoration and bring her back to her former glory. All her major jobs have been done such as chroming and welding carried out by Aston Martin craftsmen. Basically a paint job and re-assembly are required to complete the task.

Cont'd.....







On the road ; the Mayflower and the Langull in a pleasing partnership.

*"Which part of Wales are you going to?" That question was asked more than once when I told friends that we were touring Wales for our holidays this year. And there was no little surprise when I replied "All of it!"*

## 2,000 MILES OF WALES WITH MAYFLOWER AND CARAVAN

BY ROY SAVILL

QUITE frankly, all of Wales in fourteen days did not seem such a formidable undertaking, for I knew that the Triumph Mayflower and the Country Life "Langull" caravan that we were to use would prove a stalwart pair and be well equal to the itinerary that had been planned. And it was so. Apart from an over-abundance of rain, the whole trip was comfortably and enjoyably done.

When B. A. Rolfe and Sons of Romsey, who on the garage side of their business are Standard and Triumph Agents, offered one of their little "Langull" vans, I jumped at what I knew was a good thing. Weighing 12 cwt. 3 qrs. unladen it seemed about right for a sturdy little 10 h.p. car like the Mayflower.

And so it proved when I drove from Hampshire to Kent with the van, having first put some 400 miles on the "clock." (This was a brand new car and it was neither fair nor sensible to put such a load behind her much before the end of the normal running-in period.)

It soon became apparent that the Mayflower was going to be quite happy with her load. Towing was smooth and the getaway quick and easy. Gear change can often be troublesome when towing, but in this case the action was as sweet as could be.

### SIXTY TOWING MILES A DAY

The caravan tyres had been pumped to a pressure of 35 lbs., and the rears of the car to three pounds over the recommended pressure to 28 lbs. Experience had shown this to reduce any snaking tendency to a minimum.

As it was there was no tail wag or anything to worry about at all. The Mayflower seemed eager to get on, and the caravan followed obediently and without fuss, but, of course, with the new engine I was taking it easy. It was noticeable too that there was not a creak from the factory-fitted towbar,\* nor was there a sign of stress on the car's chassis.

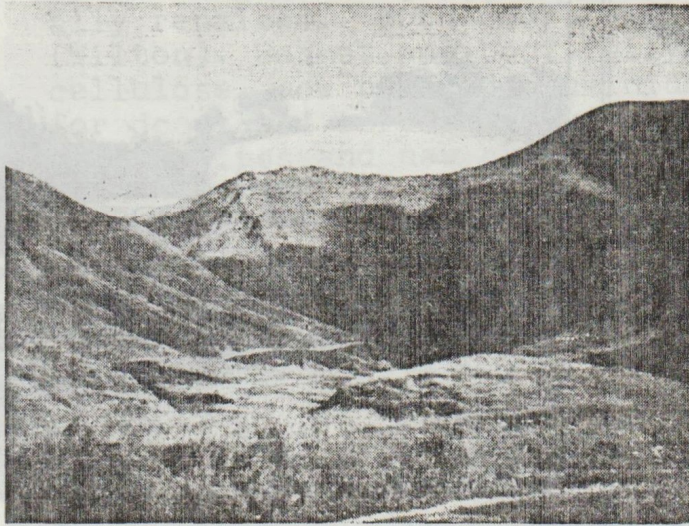
I suppose we were pulling about 15 or

16 cwt. when we got away next day, but very little gear changing was called for. Low gear was only needed on very rare occasions, except when traffic forced us to crawl. It was easy to forget there was a caravan there—dangerously easy, in fact.

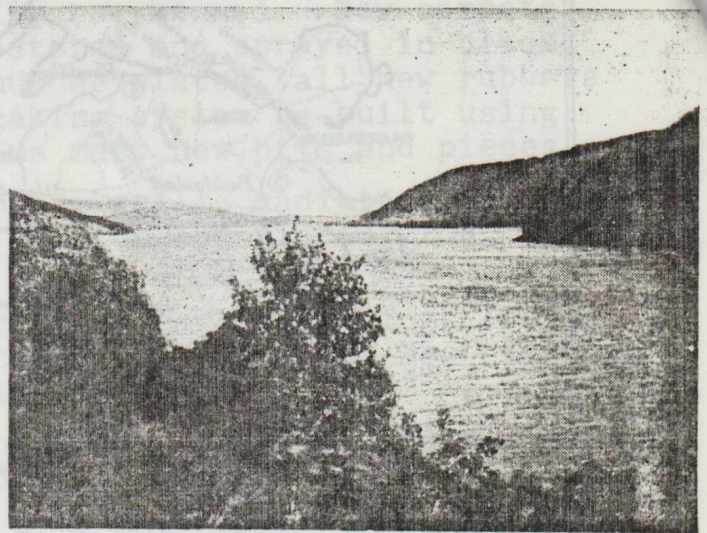
Soon the Mayflower's first 500 miles were well and truly passed and we felt able to give the engine a little more scope. It took us along merrily as we made for our first night's site, at Cirencester, although this had not been a road to offer much by way of hills.

Towing at 30 m.p.h. was practicable anywhere, and the try-outs at speed that we did indulge in soon made it clear that we had nothing to worry about. In fact, we felt that given a good road and an O.K. by the law some high-speed towing would have been quite easy; later on we were to prove this to be so. It was interesting, too, to note that along the road to Cirencester a strong side wind had absolutely no effect.





The beautiful mountains of Bwlch Oerdrws from the roadside.



Looking out across the smooth waters of Lake Vyrnwy.

Next day we were bound for Brecon in Wales, some 80 miles away; through Gloucester and the Wye Valley. This time there were some real hills, but although bottom gear was called for here and there, the Mayflower averaged well over 25 m.p.h.

In the evening we took a thrilling solo run across the beautiful Fforest Fawr, a run that gave the Mayflower full opportunity for showing what a lively and beautiful-to-handle little car it is.

This really was the start of seeing Wales, and time for a final look through the schedule. The plan was to go due north from Brecon, then along the North Wales coast from Rhyl to Bangor, continuing down to Aberystwyth. From there we were to break inland to Carmarthen, then down to Porthcawl and back by way of Cardiff and Newport to Ross-on-Wye.

The schedule decided on would give us about sixty miles towing a day, which I feel is about a comfortable maximum. Mostly this would be morning towing, to avoid the panicky consequences of darkness falling before getting safely on to a site.

#### SAFEST MAXIMUM SPEED

With each site as a base, we would fan out and tour with the Mayflower solo, the tours being mainly circular, and charted in such a way that very rarely would we have to travel the same stretch of road twice. And unless they led somewhere of great interest or beauty, "dead-ends" were to be avoided like the plague. Plenty of time was allowed for restful breaks in or near the caravan, and for visiting towns, seaside and so on.

When we left Brecon we made for Llandrindod Wells and Newtown, the road between these two towns being memorable for its twists and turns, which were such that it was seldom possible to see more

than fifty yards of road at a time. But with the Mayflower handling really sweetly, and being so unusually flexible in top gear, a good average was maintained nevertheless.

It was on the long, straight run just past Welshpool that the 50 m.p.h. tow was achieved (shush!). It was a slightly uphill gradient, which was perhaps better from a towing point of view, as it meant that the car was always "pulling," which is an important aspect of towing.

However, it must be appreciated that this was only a test. The writer is emphatic that 30 m.p.h. is the safest and most comfortable all round maximum, apart from the need for keeping within the law. And although perfect comfort in towing at "50" proved the qualities of both Mayflower and "Langull," the engineering facets must be taken into consideration, including bearings and other stresses—and after all, what would happen if the van did come adrift at that speed?

By the time we had reached the north coast, the car had knocked off her first 1,000 miles and was due for a change of engine oil, cylinder head tightening and general checkover. So dutifully as per the instruction book I took the Mayflower to the Standard and Triumph people at Colwyn Bay, Hollingdrake Automobile Co. Ltd., who promptly and quickly did what was required.

The only adjustment called for was to advance the ignition a little. I had noticed that the engine was heating rather, and there had been no trace of pinking at any time—which, of course, there should have been now and then under load.

As we moved round to Snowdonia the rain began, keeping us in the van more than had been intended. But the "Langull" proved most comfortable, its clever layout making it roomy despite its com-

parative smallness. It was watertight too, although the aluminium shortage had forced Country Life to turn to an oil-bound hardboard roof. And it was out in heavy weather.

#### ADEQUATE COMFORT AND ECONOMY

On the really good roads of Wales—and the good ones really are good—we saw just what the Mayflower could do on its own. It would hold 60—65 m.p.h. with ease, and didn't even shudder when we drove through Llanfairpwllgwyngyll! †

So far as the towing route was concerned, Barmouth gave us the only bad moments, with its narrow, winding streets and niggling little hills. Even on a Sunday morning we were glad we had such a comparatively small outfit.

The hilliest road of the lot (again, so far as towing was concerned) was the A.485 from Aberystwyth to Lampeter and Carmarthen, giving the Mayflower plenty of gear changing. But the response was magnificent.

By the time we got back to Ross we were at the end of some 2,000 miles, of which 800 were towing; and all in what amounted to less than a fortnight.

So far as petrol consumption was concerned, the average was just better than 30 m.p.g. overall. Average speed when towing worked out at about 25 m.p.h., a tribute to both car and caravan.

The tour proved what can be done with such a light outfit, giving adequate comfort with economy. The Mayflower is a car that can be driven for almost any length of time without a feeling of strain, and such a caravan as the "Langull" adds no extra imposition.

\* Details of the towing attachment used, are given overleaf.

† Llanfairpyddgwyngllgwyndrobethgogereddillantysiliogogoddd.



This is attachment used during tour of Wales described on previous pages.

## TOW-BAR ATTACHMENT FOR MAYFLOWER

IN his article on a 2,000 mile caravan trip through Wales on page 562 of this issue, Mr. Savill mentions the tow-bar attachment used on his Triumph Mayflower. We illustrate here this attachment and give a brief description of it for the benefit of those who wish to use a trailer with their Mayflower. The Technical Department of The Standard Motor Co. Ltd. consider this attachment entirely suitable within its limitations.

We have stressed in previous articles on towing the importance of the caravan or trailer weights being in relation to the car, if comfortable towing is expected. The attachment described would be strong enough to pull a trailer up to 30 or 35 cwt., but on the formula given in our previous article, the *maximum* weight for the Mayflower to tow would be 18 cwt. (about); that is roughly the same weight as the car itself. Another way of arriving at the ideal weight is to allow 40 c.c. engine capacity per cwt. of total load, *i.e.*, passengers, car and weight of trailer complete. This formula could work out as follows:

$$\frac{1247 \text{ (Engine cc.)}}{40} = 31 \text{ cwt. (total load)}$$

Car (18 cwt.) plus passengers and luggage (3 cwt.) weigh 21 cwt.

Caravan—with all extras ready for the road should, therefore, not exceed 10 cwt. Weight on tow-bar should not exceed 1 cwt.

Mr. Savill actually exceeded this ideal by quite a bit; his caravan with all on weighed 16 cwt. In other words he was towing practically the maximum, with the result that he was aware of the extra load at times and made allowance in his methods of driving to compensate.

### The Towing Attachment

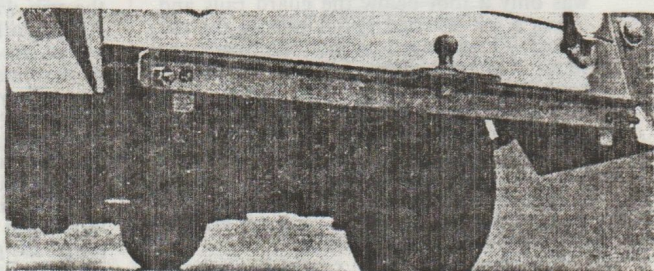
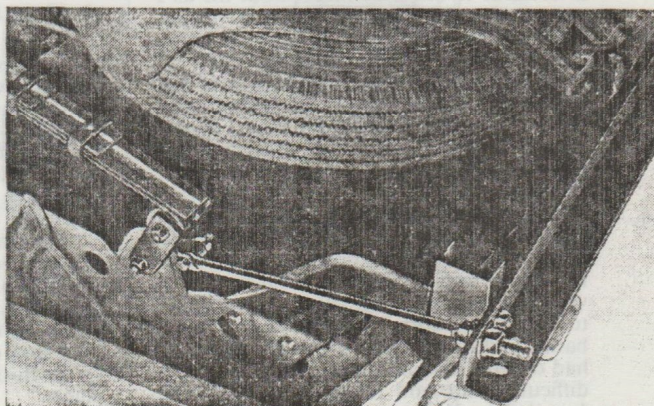
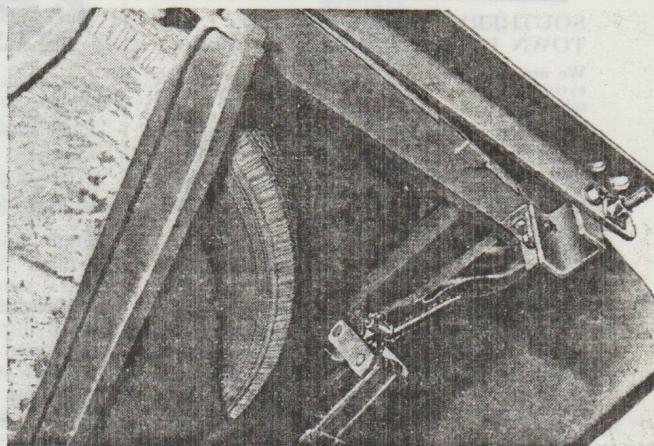
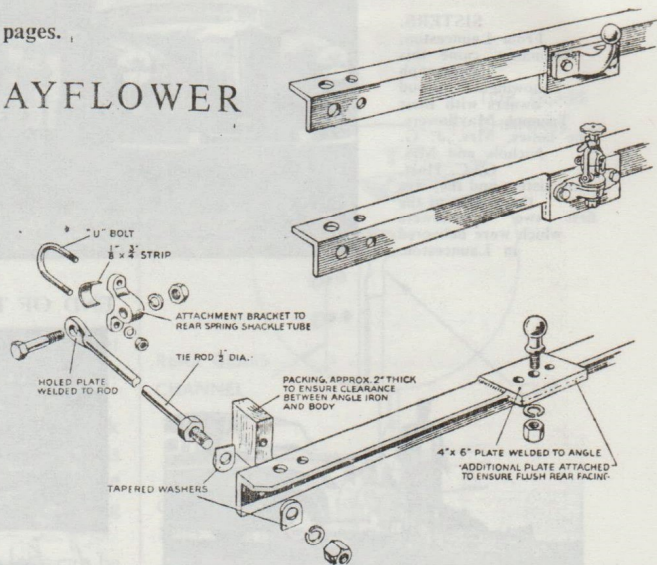
The attachment consisted of a 2 ins. by 2 ins. angle iron bar bolted to the normal bumper bar brackets with distance pieces which can be either angle iron or hard wood packing pieces. The bar attached in this way only would undoubtedly be strong enough for a light luggage trailer of say 5 cwt.

To ensure strength for a greater weight two stays have been added. These consist of two ½ in. round steel rods threaded at one end and flattened and drilled at the other, attached to the angle iron by means of two nuts. The forward end is attached to the upper spring shackle bolt by means of a clamp. This construction can be seen in sketch.

The angle iron can be drilled on both sides as shown in our photographs and in the sketch, so that it may be attached either as shown or turned the other way up to get extra height or allow for the attachment of a coupling requiring a vertical face. In most cases the actual trailer coupling can be attached to the angle iron direct by providing two suitable holes in the centre. In the case illustrated the ball attachment was vertical and in order to obtain sufficient clearance from the lower part of the car body a flat plate was welded to the angle bar in a horizontal plane. With this attachment, and by turning the bar into the alternative position, fittings which bolt to a vertical face could also be mounted, and a greater variation of towing height provided if necessary.

In these illustrations no attempt has been made to show the car bumper bar, but this could have been re-attached without any great trouble by bolting the bumper bar brackets to the distance pieces or probably to the extension of the additional strengthening rods.

Alternatively, of course, the angle iron used for the attachment could have been left long enough to provide protection without troubling to add the normal bumper bar. In this case the ends should have been rounded.





**SISTERS.**  
From Launceston, Tasmania, came this photograph showing two proud owners with their Triumph Mayflowers. The ladies, Mrs. J. G. Nichols and Mrs. G. C. Hart, are sisters and they are the owners of the first two Mayflowers which were delivered in Launceston.



### END OF THE ROAD



### SOUTHERN RHODESIA TO CAPE TOWN BY MAYFLOWER SALOON

We are indebted to Mrs. F. Self, who sent us this extract from a letter written by her son, who is a sub-editor of an African newspaper.

"I left Bulawayo at five o'clock on Thursday morning and arrived here in time for lunch on Sunday afternoon. It was a most interesting but extremely exhausting journey. I left Bulawayo just as dawn was breaking and got to the border at 11.30 that morning. South of Gwanda, I saw in the road what appeared to be a chicken that had been run over, waving its leg in the air. I slowed down to make sure and soon discovered it was an extremely angry cobra who didn't like being wakened up from his sleep in the sun. As it is quite well known for cobras to get under passing cars and curl up in the suspension, I didn't stop to 'pack a trunk,' but gave him a wide berth as fast as I could. I looked at the car afterwards to see if he had spat at me as I went past, but I couldn't see any venom. I left him behind alright. I saw him in my rearview mirror, still in a mighty rage.

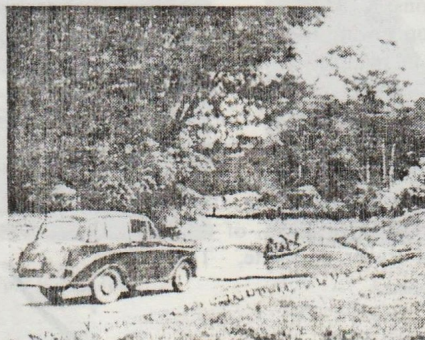
"I was held up on the Union side of Beit Bridge for two hours by the Immigration people, who wanted some evidence I hadn't got. I had to 'phone the office and get them to send a telegram before I could get through.

"At Messina, I picked up an Afrikaans speaking Minister of the Apostolic Faith Mission and took him down to Nylstroom. He spoke English very well and we had a very interesting conversation. I went on to the next 'dorp,' Warmbad or Warmbaths, and found an hotel for the night. I had covered 450 miles since dawn over very difficult roads and it was now 7.30 p.m. Just below West Nicholson in Southern Rhodesia, I passed over the Msingwane river which was in full flood. The water was only a foot below the guard rails and I was a bit worried about getting the car across. I managed alright, although the water had been right over the top of the road. However, the worst roads were now over, for at Petersburg starts a first-class national road all the way to the Cape.

"The next morning I set out for Pretoria, which I found a very pleasant city. I took a couple of photographs of the famous Voortrekker Memorial as I passed, but did not have time to go to see it.

"Johannesburg was a complete contrast. I dropped in at the *Star* office to look up a friend and left as soon as possible, as I was only too pleased to get out of the place. I went on through Potchefstroom and Vereeniging and stayed the night at Bloemfontein, a really lovely city, full of pretty girls. I had left the Transvaal by that time and was now in the Orange Free State.

"I pressed on the next morning, not at all looking forward to going through the Great Karroo desert, which would take about a day and a half. Two things occurred which made this part of the journey much



Dear Sir,

As a regular reader of *Standard Car Review*, I thought you might be interested in the enclosed picture which represents the enforced end for an Easter Saturday picnic. The road is the Jeneltan-Kota Belud track which links the latter place with the Colony capital. Some half of it is entirely unmade and it winds over the jungle covered mountain for fifty miles. River often floods, as in the picture, washing out bridges, and on at least two occasions the road climbs over 1,000 ft. within a mile.

I have driven my Mayflower over this road on several occasions, both in dry and wet weather, without the slightest difficulty, her bad-road performance is by far the best of any car here.

Yours faithfully,

Jeneltan, No. Borneo. P. K. J. Lindsey.

more pleasant. In the first place, the sun clouded over and it was overcast and cool for the whole trip through the Karroo, and secondly, I picked up a young Medical Student going back to Cape Town, who could drive and who therefore helped to take some of the strain, for by this time I was really tired.

"He drove while I slept, out to the world! We crossed the Orange River while I was still asleep. For the rest of the journey we each took watches at the wheel while the other slept or rested. This was a terrific asset and enabled us to reach Cape Town by lunch-time on Sunday instead of late at night.

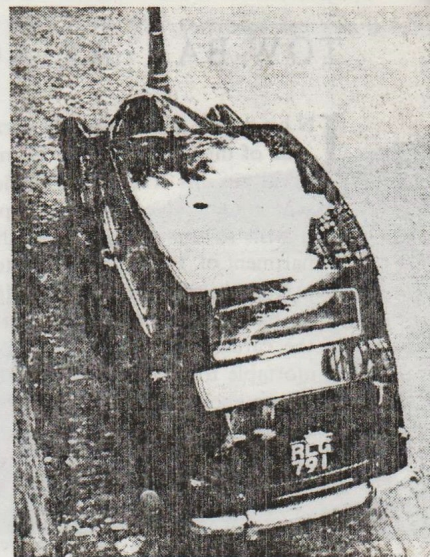
"On the Saturday night, we got to a village in the Karroo called Laimansburg, nearly 500 miles from Bloemfontein. The rest of the trip was, of course, the loveliest part. After another two or three hours driving we had at last left the Karroo and were in some of the most beautiful mountain scenery of Cape Province. One place, de Doorns, I particularly remember; coming down from the mountains behind it, it looked exactly like the pictures one sees on cans of South African fruit.

"The climb up and down the next range of mountains was memorable too, and I took heaps of photographs. We got to Cape Town the next day by lunch-time and I was able to unpack.

"I was tremendously proud of the Mayflower, it had done the whole trip without any trouble, except for a puncture here and there. She did 450 miles the first day at an average of 60 miles per hour for nearly 14 solid hours. The rest of the time I travelled at 55 miles per hour as I found it more economical. She was very good on petrol and just went like a Co the whole way over the 1,000 miles."

Hitchhiker-on-Sea,  
Hants.

### MAYFLOWER REFLECTIONS



Dear Sir,

I took the enclosed photograph recently when in Chester with my camera. The car was parked below the walls and I was particularly struck with the perfect reflection of some of the old houses of Chester, the trees lining the road, the lamp standard, etc.

Yours faithfully,  
J. Pritchard Humphreys.

Cefn Mawr,  
Nr. Wrexham.

### MALAYA ENTHUSIAST

Dear Sir,

In the August edition of your *Review*, I must say that "Southern Rhodesia to Cape Town by Mayflower" does seem to be somewhat incorrect.



Mr. Self left Bulawayo at 5 a.m. Thursday and arrived at Wamabad 7.30 p.m. the same day. I make this 14½ hours for the journey. Allowing for a two hour's stop on the Union Side of Beit Bridge, and say another half hour for side-stepping cobras, picking up and putting down a Minister, crossing a river at full flood, punctures here and there, this would give Mr. Self 12 hours on the road. I understand the distance of the journey is 450 miles, giving a very good average of 37.5 m.p.h. for the 12 hours' run.

However, you print that Mr. Self did 450 miles the first day at an average of 60 m.p.h. for nearly 14 solid hours. Surely 14 solid hours' driving at 60 m.p.h. would cover 840 miles.

I own a Mayflower with 18,000 miles on the meter,

and am extremely pleased with the performance. A snap enclosed shows my car taking a bridge in the north of Malaya.

Yours faithfully,  
R. G. Bryant.

Perak, Malaya.



# DOOR LOCK REMOVAL

## 1952-3 TRIUMPH MAYFLOWER

This article is a brief extract from a comprehensive and well illustrated publication "The removal and replacement of Door Locks, 1952/3 Triumph Mayflower." Published by Wilmot Breeden Ltd., the book costs only 2/6d.

**T**O remove the door locks and their remote controls, the following procedure should be carried out :

### Remove Inside Handles

With a screwdriver, lever the escutcheon fitted to the remote control handle clear of the handle shank. Using an awl, or similar tool, push out the drive pin. Repeat this procedure with the window regulator handle (Fig. 1).

### Remove Armrest

Undo the two sleeve nuts and pull the armrest clear of its studs.

### Remove Trim Panel

Insert the blade of a large screwdriver at the upper edge of the trim panel (Fig. 2).

Carefully prise clear the spring clips locating in holes round the inner door panel.

Pull the panel clear of the door.

Remove the escutcheon springs from remote control and window regulator spindles.

Pull the leathercloth cover from the inner door panel.

### Remove the Outside Handle

Remove the screw in the shut flange of the door.

Pull the handle simultaneously rearwards out of the clip at its forward end and outwards clear of the door.

### Remove Rear Glass Channel Fixings

Prise out the three rubber plugs in the shut face of the door.

Remove the three set screws exposed (Fig. 3).

Remove the three screws securing the channel trim plate to the door.

Remove the two screws at the upper end of the rear channel.

Remove the two screws at the rear end of the top channel.

Remove the split pins and washers holding together the two sections of the remote control connecting link.

With the glass at the top of its travel, pull the top of the rear channel rearwards.

### Removing the Lock

Turn the outside latch to fully locked (Fig. 4). Remove the four screws holding the lock to the door. Work the latch through the cut-out in the door shut face.

The lock will now be held between the shut face of the door and the uppermost of the three rear channel attachment brackets.

Slowly and with care, work the lock downwards clear of the bracket. This operation is difficult and requires patience if it is to be accomplished without distorting the lock, shut face or bracket.

Once clear of the bracket the lock can be extracted from the door.

### Removing the Remote Control

Remove the three screws securing the remote control to the inner door panel (Fig. 5).

Work the unit downwards and forwards to allow the connecting link to clear the front glass channel.

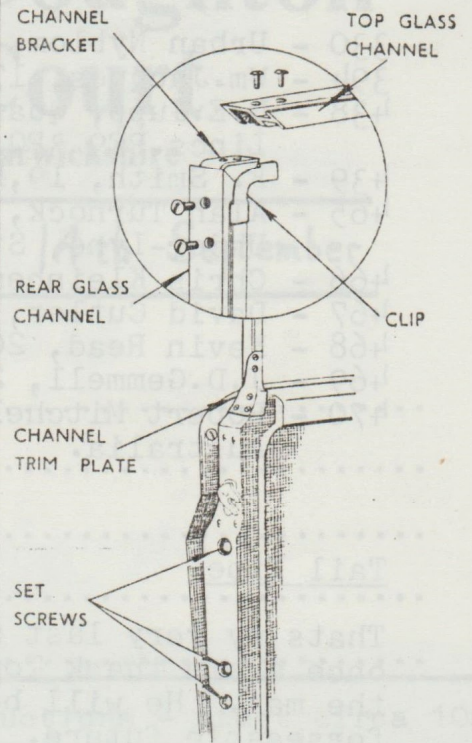


Fig. 3

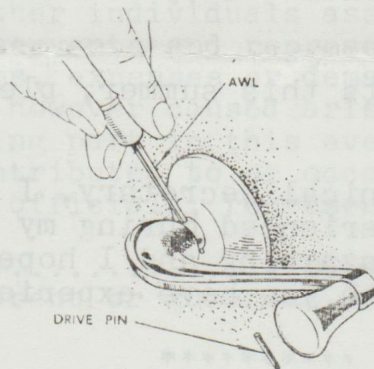


Fig. 1

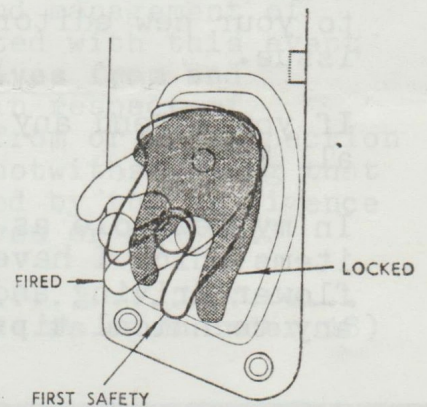


Fig. 4

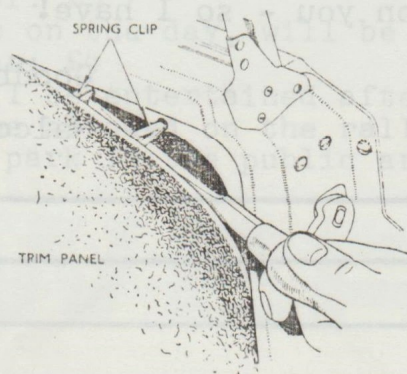


Fig. 2

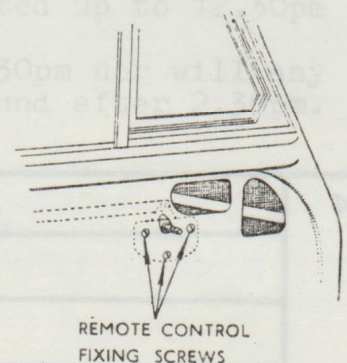


Fig. 5



- 184 -
- 330 -
- 394 -
- 438 -
- 439 -
- 465 -
- 466 -
- 467 -
- 468 -
- 469 -
- 470 -



Tail Pipe

Thats my very last mag completed, so it only remains for me to once again thank Tom Robinson for printing and distribution of the mag. He will be continuing to help us in this way for the foreseeable future.

Janet has now mothballed the typewriter for the time being and I am preparing to hand over a large box of Editorial paraphernalia to your new editor Stephen 'Paddy' Farnell in time for the next issue.

If you attend any events this summer, please write and let us all know.

In my new role as Technical Secretary, I will try to cover general items which I have experienced during my past twelve years of flower driving and maintaining and I hope that you will send in any technical tips which you have experienced.

\*\*\*\*\*

And finally - Hello to Mrs.Hobson of Bristol. I gather from Edith Webber that you are one of our most avid members and she asked me to mention you - so I have!

Goodbye to you all,  
Malcolm Bath.



XI<sup>TH</sup>

STANDARD



TRIUMPH

# Coughton Court

Warwickshire

## INTERNATIONAL

Sunday 14th September

### RALLY

Name.....

Address.....

Make..... Year..... Model.....

Registration Number..... Club(if any).....

ROAD RUN Yes / No (Details with joining instructions - start circa 10am)

#### Indemnity

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

Signed..... Date.....

(To be countersigned by parent or guardian if above is aged under 18)

#### Very Important - Entry Regulations

Entries (by post only please) close 6th September 1986.

Administration Fee per car: £3

Late Entries, at the gate on the day, will be accepted up to 12.30pm

Administration Fee per car: £4

Positively no entries will be entertained after 12.30pm nor will any prebooked or late entry be allowed on the rally ground after 2.30pm. Thereafter all cars must park in the public areas.

DINNER

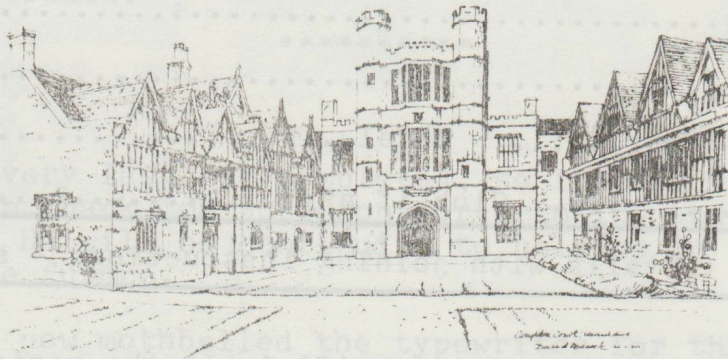
PLEASE DO NOT WRITE IN THIS SECTION

Please make all remittances payable to STANDARD TRIUMPH INTERNATIONAL RALLY and send to: STIR, 54 Erithway Road, Coventry, Warwickshire. CV3 6JT

Administration Fee also provides a souvenir plaque, programme and reduced entry charge, £1 adult - 50p child, to Coughton Court - pronounced CO-TON!



The magnificent gatehouse, which forms the centre of a house otherwise mainly Elizabethan, was built in 1509. Here, the wives of some of the Gunpowder plotters awaited the result of the trial. The Throckmorton family has been at Coughton since 1409 and has always remained Catholic. The rooms contain some notable furniture and a number of relics, including the chemise of Mary, Queen of Scots. Outstanding series of family portraits, including Largillière's painting of the 4th Baronet.



#### COUGHTON COURT

**Location:** 10 miles W of Stratford-upon-Avon, 2 miles N of Alcester just E of A435. Tel: Alcester (0789) 762435.

**Opening Times 1986:** *Easter*—Sat. to Thurs. 2—5, *April & October*—Sat. & Sun. 2—5. *May to end September*—Daily except Mon. & Fri. 2—6. (Open Bank Hol. Mon.)

**Admission:** Adults £1.50, children 75p. Pre-booked parties £1.00.

**Refreshments:** In tea room. Shop. Dogs on leads in grounds.

Whilst in the area why not also visit Hanbury Hall, just 20 minutes away?

A pre-rally Dinner may be held near to the venue in the evening of Saturday 12th September 1986 and limited to about 40 persons. Those desiring to partake should provide a deposit of £3 per person - fully refundable if cancelled. Details sent when arrangements are complete.

Enquiries concerning trade stands or caravan and camping facilities, for Saturday night only, together with fees should be sent to: STIR, 41 Hillside, Lichfield, Staffordshire.