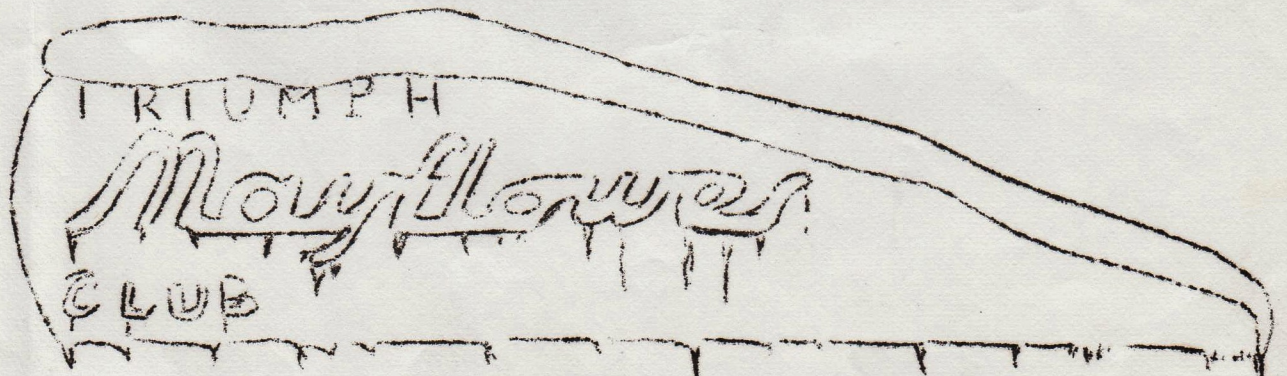
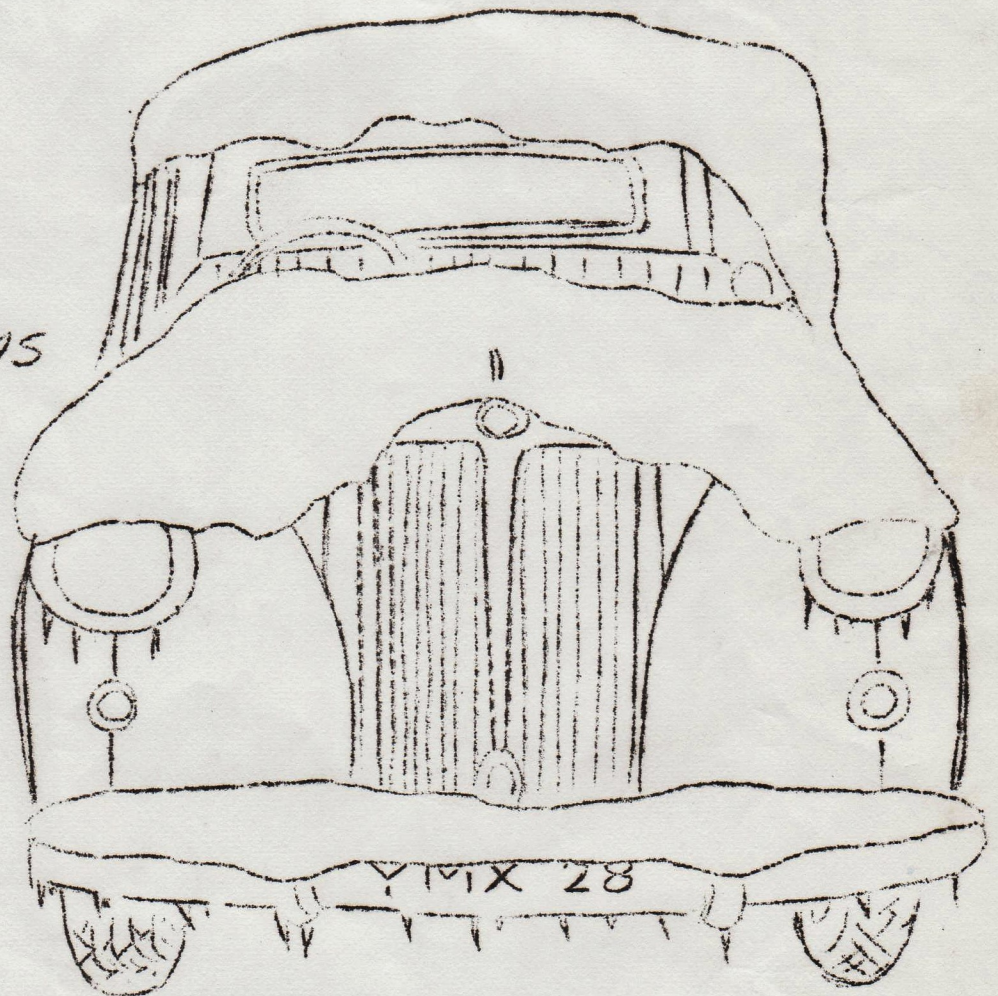


# FLOWER ~ POWER

CHRISTMAS  
1975



A  
MERRY  
CHRISTMAS  
TO  
ONE  
AND  
ALL



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Greetings from your new Committee for 1976.  
(as elected at the AGM at Burford, Oct.75)

Chairman	D. Goodyear	22, Hayes Close, Newtoen, Bristol
Vice Chairman	T.C.Mills	} 33, Woodside Road, Kingswood, Bristol.
Secretary	Mrs.E.Mills	
Rally Sec.	R.Varney	32, Mackie Road, Filton, Bristol.
Treasurer	E.Berry	13, The Greenway, Fishponds, Bristol.
Ord.Member 1	M.Bath	3, King Edward Rd., Walthamstow, London E17
Ord.Member 2	R.R.Bussell	Flat I, 347 Springfield Rd. Chelmsford.

Ex. Officio (appointed by the Committee)

Magazine Editor	R.B.Bussell	Pinnocks, New Rd., Tadley, Basingstoke.
Spares Sec	T.C.Mills	as above
Social Sec	D.Goodyear	as above

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A Letter From The Chairman.....

Dear Members,

Thank you all for your letters and information over the past year. Although some of the information on spares we thankfully knew, most of it we did not. All suggestions and addresses are being looked into.

I would like to start a column in 'Flower-Power' giving helpful tips so that all can benefit. Thus if in the past you have found any novel ways of getting round awkward jobs or problems on the Mayflower please let me know and include a diagram if appropriate. In this way you will help us to keep the newsletter interesting and useful. Take for instance the case that happened to me on my way home from work. Suddenly my door flew open, and how an overtaking Rover missed it I shall never know. No matter how I tried it would not stay closed. It turned out that the lock mechanism was completely dry and full of dirt. To get at it the door panel has to be removed and the window wound right up. Have you checked yours lately?

On the subject of spares which the club purchases on your behalf for resale to you, any small profit being ploughed back into more spares, you will appreciate that the major difficulty is working capital. In the past we have sent spares in advance of payment, but I regret to have to tell you that the odd member has let us down, despite reminders. We have thus decided that in members interests we must operate on a 'cash-with-order' basis in the future.

Incidentally, if anyone has any ideas for fund raising, let me know.

To close on a happier note, I would like to wish you all, and your families a Merry Christmas and a Happy New Year.

Yours sincerely

Derek Goodyear

Dec. 1975  
Bristol

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STOP PRESS.

Have you paid your sub yet if it is due?

Mr. Richard Hewett of 192, Langley Way, West Wickham, Kent. Telephone 017775715.  
Car to be given away.

I humbly apologise for all the things I have forgotten, and resolve to do better in 1976! (Ed).

### Editors Piece.

Since our last issue your Officers have been doing a lot of admin. work, some of the results of which you will see in the following pages. Not the least of these tasks was the organisation of our first AGM, at Burford in the Cotswolds. The Committee was quite pleased with the turnout, appreciating the difficulties of the more far flung members. As it was we mustered 17 members plus 12 visitors. The meeting was held in the Royal Oak in Witney Street and mine host Mr. Austin did us proud with plenty of heating and a fine tea of sandwiches and hot sausage rolls. His beer is pretty good too, especially the Wadsworths 6X ! If you pass that way at opening time, call in.

We hope you find our first Christmas issue enjoyable, having tried to include something for the whole family. For the colours on my wintry cover we have to thank the Bristol contingent and their youngsters. If anyone feels that we should stick to dry technical stuff in this magazine, I do not wish to know!!!

You should know that previous issues have been typed onto stencil by a dear lady in Bristol. This time as an experiment I have gone direct on to stencil myself. As this is a one finger exercise bear with me for any errors which I have failed to notice and correct. I really should learn to type properly!

Merry Christmas and Happy New Year to you all.....Roy Bussell

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### Hon Sec's Corner

You should receive with this issue a copy of the minutes of the AGM plus a copy of the Constitution as adopted. Please keep these safely as to save expensive paper I do not want to have to circulate new copies to everyone prior to the next AGM.

Under the Constitution subs. will now be payable on 1st. April. This means that some of us will pay twice this year, i.e. when our sub. becomes due under the old system of a year from the date of joining and again on 1st. April. Except it is proposed to 'let off' those whose sub. would have been due during February and March 1976. We hope those who get 'caught' will not take it too hard, (It is the luck of the draw!) In future years subs. being due all at the same time will make life much easier for the Committee.

Please remember to enclose an S.A.E. in any correspondence to Club Officers if you require an answer--most of the officials are not claiming postage expenses although I tell them they should.

Eileen Mills

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### Rally Sec's Notice Board.

The Committee, on your behalf, have accepted an invitation to join in the Standard Triumph International Rally (S.T.I.R.), to be held on Sunday June 20th at Weston Park, Shifnal, Shropshire. We felt it would be a marvellous opportunity to join with other Standard/Triumph clubs, not only to meet their members but to bring together nearly every model produced by Standard/Triumph through the years. I hope you will all agree that it is a chance too good to miss, so please make a note of the date and make every effort to be at Weston Park. More details nearer the day. We, as a Club, have been asked to organise the 'Distance Award', - I will be looking for about six helpers, any volunteers please contact me.

In addition to S.T.I.R. we have had many requests to hold a rally of our own again next year, so plans are under way. As Shifnal is pretty far up the country this will probably be nearer the South.

It may interest members to know that I have started a Register of our cars, mainly to track down and keep a record of as many remaining 'Flowers as possible. To make the Register as comprehensive as possible may I ask all of you to help me, by sending details of any non-members cars and any you may come across in your travels, or visits to your local scrapyards.

Rally Sec's Notice Board cont.

Details required are:-

Commission No.                                      Registration No.  
Colour )  
Interior)    Whether original or renovated  
Present Owner                                      When acquired  
Number of previous owners  
Modifications  
Whether scrapped for spares or non-runner.

I already have most of the info. on members cars, but items such as previous owners are not available. Your help will be much appreciated.

To date I have recorded the whereabouts of IO2 'Flowers'-so there must be many more still around somewhere, I hope!!!

Will the following members kindly let me have the commission Nos. of their vehicles. This can be found either in the log book or on the plate above the windscreen wiper motor in the engine compartment;-

Membership Nos. IO, IS, 23, 28, 38, 39(2), 40, 4I, 45, 54, 63, 8I, 85.  
Thank you-in anticipation.

Events for your Diary (more detail will be given as and when available)

April 19th.    Easter Monday Vale of Evesham Run  
June 20th.    Standard Triumph International Rally  
July           Proposed rally with Razoredge Owners Club  
August        Proposed visit to Triumph factory (if it can be arranged)  
September    Mayflower Second National Rally

Also during the season we hope to arrange regional 'gatherings' (N,S,E or W). If anyone in the the regions would care to organise one, I will be pleased to hear from them.

Reg Varney

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SPARES                      SPARES                      SPARES                      SPARES                      SPARES                      SPARES

We are indepted 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, IO3D, IO3H  
I958 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            I973 Vauxhall Viva? model with Lockheed brakes on one axle and Girling on the other. Take old shoes as pattern.

Distributor complete Morris Minor 1000. 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 from Standard

Triumph, likewise rubber front suspension bushes.

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.

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Elm Service Station, Church Elm Lane, Dagenham Essex, tell us that they are disposing of a number of pre-war and post-war car components at very reasonable prices. Tel. 01 593 4730

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Spares Sec. reports a source of rebuilt exchange engines. These can be supplied to order at very competitive prices subject to availability and price of parts, delivered free of charge in the home counties. Any enquiries please contact Terry Mills.

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### Cars for Sale

For more details contact the owners direct. It is hoped that anyone who sells a car through this magazine will make a contribution to Club funds, of the order of 5% would seem appropriate. This is not obligatory, so do not let it stop you using these columns if you have a car to sell.

I have got in to a bit of a mess with the current batch having dropped my files all over the floor. Hence some may be omitted and some may already have appeared. I apologise in advance for any errors or omissions. (Ed.)

The following are all Mayflowers:-

2 Non-runners £35 each. One partially rechromed. Curzon, 18-22 Brookside, Streatham on Dunmoor, Nr. Rugby.

Spare car- everything must go (cheaply) F.A. Clarke. Tel 019 79 6848

1953 Silver Grey, resprayed, rechromed, £600 ono. Jameson, 2 Ambledon Drive Penworthan, Preston, Lancs.

1952 PUB 854 black, undersealed from new, sounds a pretty original car incl. original HMV radio, Wksp Man. and many parts £230 or offers. A.Sims 54, Landsberg Road, Canvey Island, Essex.

1953 MOT July 76 fitted Wolseley 1500 engine, g/b, b/a. 32 mpg. £200 ono A.Tawns, Room 18, Block 4A, University of Surrey, Guildford.

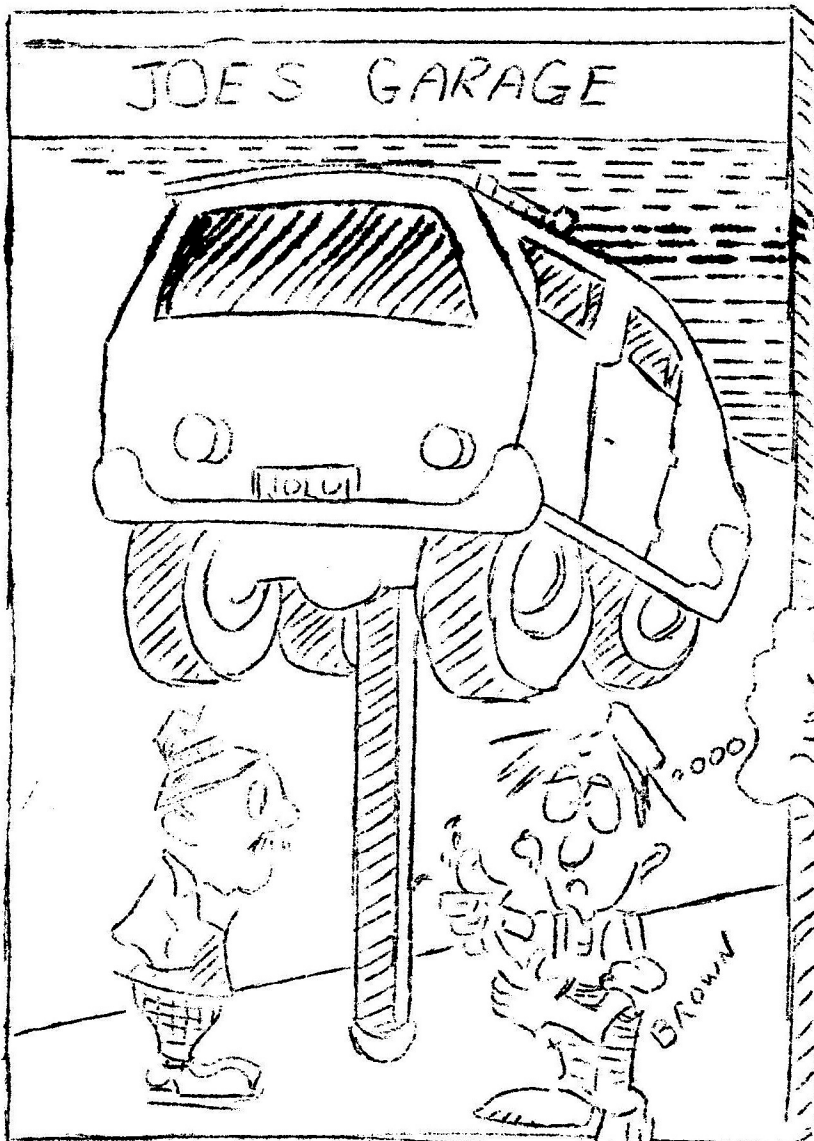
1952 79000 miles. Comet Blue original throughout. Immaculate, all main mechanics fully reconditioned. 1 year MOT. Various extras. £650 ono. View by appointment. Peter Taylor, 26 Felton Road, Barking, Essex. Tel day 01 251 1401. night 01 594 7881 Option to buy garage-full of spares.

Derek Sadler is by pressure both business and personal having to part with his Mayflower and although he has already spent over £100 he is wondering if anyone would like to relieve him of this pressure. All letters answered pleased send SAE or at least half the postage. 'Paulfreemans', East Mersea, Colchester, Essex.

1952 Mechanically good, complete engine overhaul, body and upholstery fair. Offers over £ 50. Also some spares. K.R.P.Sutor, 20 Hawthorn Rd., Wallington, Surrey.

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New Members Greetings and Welcome to:-



WOULD YOU HAVE TIME TO GREASE MY MAYFLOWER?

On the left, the cartoon from Member Mr. Brown of the U.S. of A., held over from the last issue.

**NEWS FLASH**

Our erstwhile friend Robin has bought a TR 2 !!! For some weeks now he has roamed abroad with a glazed expression going vroom-vroom to himself. Makes you think of Toad of Toad Hall, except he went poop-poop!

40 years ago....

In 1935 the first 30 mph Limit signs went up and also the first

at pedestrian crossings... remember? They looked quite strange and lonely then, now we have a job to spot them in the forest of other signs that we are also supposed to register and act upon.

Here is one for the family, provided for your entertainment by Phil Hall.

CAR QUIZ.....Can you identify the following vehicles from these clues:

1. He represents your interests abroad.
2. Of great fame and stature.
3. This blossom seems very oriental.
4. Issued by the Treasury.
5. You could get your feet wet in this.
6. If the shape is right, so will be the fashion.
7. Should be owned by all Parliamentarians.
8. A bright shaft through the clouds.
9. This Cardinal never had one.
10. Definitely not a Discus thrower.
11. Heralds the coming of Spring.
12. Could have been your seat of learning.

Many thanks to Phil for this. It makes you think...

The answers are given elsewhere in this issue (if I remember to put them in (Ed)

- 0 - I did...see bottom of page 7

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I/ Memories of Christmases Past.....

I remember--the drive to Suffolk- Dad spitting out the window as we went through Halstead 'cos he'd been pinched there once for an out of date road fund licence- arriving at Long Melford- crossing the Green to the The Olde Toppe Shoppe- Granny greeting us- last orders being made up in the shop- Garfer going out in his old Singer to deliver them-soft gas lights- table laden with cold chicken, ham, pickles and cheese- candles to bed on Christmas Eve- the grownups going to midnight Service-stuffed Christmas stocking- Mum and Dad having tea in bed with 'Bridge Street Cream' which years later I found out was Whisky-the milkman calling with his handcart with shiny brass urn and measures and Bessie going out with a jug- Dad, Uncle and Garfer going out to visit Charlie, whom I later discovered was mine host at the Bull-the presents, the turkey with all the trimmings- Polly bringing in the plum pudding flaming in Brandy and spiced with real silver coins- quiet while we heard the King's Speech on the wireless (if the batteries held out )- tea with Christmas Cake followed by indoor fireworks, volcanoes, serpents in the grass, air balloons, sparklers, Bengal matches, snowstorms, magic ferns- little twists of paper full of things like grape pips, which when thrown hard on the floor exploded loudly- Housey-housey at a penny (A proper one) a time in the kitty-later the grownups play Newmarket and Pontoon- roaring open fires-Cousin Molly and me doing our party pieces using the parlour bay window as a stage- Polly dressing us up as fairys with spare tinsel -the tree aglow with real candles- Boxing Day walk (Mum knew them all) through the churchyard, round the pond in Kentwall Hall Park and back through Parsons Meadow- the sadness when it was time to set off on the long drive home.....But this was all a war and 40 years ago, another age, another world-- the bad old times? Not for one little boy!

R.B.B.

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2/

By way of contrast, Robin takes us to warmer times with this account of part of his continental tour in his Mayflower in 1974.

Hot, very hot as we peer over a dusty grey bonnet at the shimmering road. Driving on the right we found confusing at first-but that was 800 miles back-old hands now. The Mayflower is heavily laden, back piled high with sleeping bags, food, cooking equipment, guitars, cassette recorders-all the essentials of life. More essentials fill the boot-oil, water, tools, spares ( lots of spares). Back springs correspondingly overloaded, bottom quite frequently. Both of us clad just in shorts, good for ventilation and suntan but one does stick to the seat rather a lot. Bare feet- I periodically burn my foot on the dipswitch and on the road if I forget to put my sandals on before stepping out.

Started off from just south of Avignon this morning after a 350 mile drive from Paris the day before. Got about 3 miles before noticing that the temperature gauge had packed up- capillary broken at the probe. Oil pressure started giving cause for alarm after about 20 miles, dropping down to around 30 pounds but levelling off there. Very hot and dusty, like driving through a desert- brown and white areas of hazy rock and earth, bare except for occasional stunted trees and bushes. The Engine boils at the merest hint of a slope or at any attempt to move faster than 40 mph. Sweat pours off us. The road in front is bright even through sunglasses, glare beats down out of a sea-blue sky.

A glance at the fuel gauge reveals 15 miles left (needle stuck on the empty stop) and a garage appears conveniently out of the haze round the next bend. We pull in, put on sandals and step out to be greeted by an enthusiastic pump attendant. "Rolls?..Rolls?" Carefully rehearsed answer " Non, c'est Triomphe" pointing to radiator badge; "Faites le plein " (or as we say 'fill her up'.

Back on the road the sparsely vegetated semi desert began to give way to the occasional building, then more and we are entering the suburbs of Marseilles. Periodic tantalising glimpses of the Mediteranian as we grapple with the traffic, adopting the local technique of 'getting stuck in '-he who waits gets nowhere,so it is foot down at each opportunity to move up the queue of by now dense traffic(and drivers!).

Clouds of oily heat periodically waft back from the engine; oil pressure still unhappy. We want to head east along the coast so we try to move in that general direction; see signs to the docks (but decide not to take the ferry to Algiers). We get lost and thrash around in a demonic one-way system for an age until we seem to strike free of the town and head up another hot sweltering road that should skirt the hills in front and take us to the coast.

Ten minutes later we find that the road does not skirt the hills, it goes straight over them. Up and up, hotter and hotter, slower and slower, the 'Flower fights bravely on in second for a while as we listen to steam hissing ominously from the rad. Then down into first and we grind on up (and up). Marseilles appears below us, laid out stretching into the haze, a great area of white to the sea. We pull in to a convenient lay-by on the outside of a bend to cool off, both us and the car. First get out and raise the bonnet; using a rag unscrew the radiator cap which promptly flies a foot in the air to disappear under the car with a lot of hot, murky water. We leave the old girl bubbling as we broach a bottle of Coke and take some photographs. We look at the city and at the sea spread out beneath us. Then we look at the car, and we both feel a glow of pride in her ability to keep plugging away.

The mileometer reads just short of a thousand miles since leaving home.....

- o -

Robin Bussell

### Know Your Car

Member Peter Burge has provided the following which he obtained from a Mr. Ian A. Robinson of Rover-Triumph a year or so ago (he also provided a lot more which I shall meter out to you in miserly fashion. Ed.)

1/ Mayflowers began production in 1949 and ended in 1953

2/ Mr. Burdge's car was built on 3rd. April 1953 to home market spec. with black paint and red vynide trim.

3/ Mayflower production figures were:-

Home..	.....16,395
Export.....	<u>17,605</u>
Total.....	<u>34,000</u>

4/ Only one different version of this car was made and exhibited as a prototype at the Earls Court Motor Show in 1950. This drophead coupe, although announced to the world's press, was not in fact produced, and was withdrawn from company catalogues a few months afterwards.

(Ed. Note:- I have heard estimates of the number of these prototypes built varying between 6 and 10. Has anyone any firm gen. More to the point, does anyone know where they are?)

5/ When first produced, the basic model with vynide trim cost £473.10.7d and with leather £479.18.4d.

6/ The I247 cc engine was a modification of that used in the pre-war Standard Flying Ten.

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Cutting from one of the national dailies some months ago.....

The 'Young' Bangers..... Cars from the 1948 to 1960 era have suddenly become valuable and their prices are expected to soar during the next few months, say an auction group.

A spokesman said: "Real vintage and veterans are now so valuable that owners are hanging on to them. In these difficult days they are a real investment for the future". Ed. I will resist the temptation; Ed. I could think of a much better clue for No.6, but bearing in mind that Christmas is the children's time I will resist the temptation; Ed.

I.Consul 2.Renown 3.Lotus 4.Bond 5.Ford 6.Bristol 7.Westminster 8.Sunbeam 9.Wolsley 10.Halfinger II.Mayflower 12.Oxford or Cambridge.

Answers to Phil's Car Quiz

THE A.G.M. OF THE TRIUMPH MAYFLOWER CLUB.

HELD AT THE ROYAL OAK HOTEL, BURFORD. ON SUNDAY 19TH OCTOBER 1975 at 2 P.M.

The secretary read out apologies of absence from Mr.V Tolhurst -Manchester, Mr.K.Williams-Exeter, Mr C.Styles of Buckfastleigh.

Chairmans Address. D Goodyear.

I would like to start this meeting here today by expressing my appreciation to all members present. You must have come many miles and left home very early to get here on time. This meeting as you all know has been arranged on your behalf to give you all as many facts and figures as possible on the running of the Triumph Mayflower club for the past year.

The main object of this club is to find and obtain spares for you all, we also try to sell these spares to you as cheaply as possible with the view of keeping your costs down.

Up until now, we have done very well, Terry in the past managed to obtain spares at cost price, but our source of supply in quite a few places have discovered that we are a club and therefore trying to put up the prices, so unfortunately a new spares list will have to be worked out and sent to you, I am sorry to say new prices.

The membership of this club has grown to the figure of 85 and this has gone well beyond our expectations and although we hoped for a good membership we did not expect it to grow as fast as it did.

The committee of this club spent one or two evenings on the club matters this week, and now we spend every spare moment that we have, and it is at this moment I would like to thank the wives of the committee for their tolerance and for understanding the problems we have in running this club.

I would like to thank all members for understanding the many problems that face a new club and its organisers. A venture like this is hard enough for a man who is experienced, but all we had to start from scratch and learn the hard way, and I can assure you all that we had no professional behind us to help us along.

Well, it only leaves me to thank my entire committee for their time and effort in helping to keep this Triumph Mayflower Club a club worth while.

Secretarys Report.

My first year as secretary of the club has been a rewarding experience, apart from the amount of letters I have received which have been more than expected. Our members in other Countries, which are America, Australia, Denmark & Malta have made the club widely known, especially Mr Howard and Son who are the proud owners of eleven flowers.

The magazine T.V.T from America which you have already received is being offered to the club at a cost of £3.00 for 6 copies per member including postage. Any member who may be interested in this offer would you please fill in and tear out the slip herein and return it to me. It may interest you to know that members in America are paying £2.00 dearer for this magazine.

Car badges- we are still waiting for, and there are still some available at £2.15p.

Just one more thing when members write please could you put a stamped addressed envelope which would help the club, due to the ever increasing cost of postage.

I would like to thank you all once again for your co-operation during the past year and sincerely hope that I shall have the pleasure of receiving your letters or meeting you in the next year ahead.

Secretarys report was proposed by Malcolm Bath and seconded by Reg Varney and adopted by members present.

D. Goodyear.

Treasurers report was proposed by Rhys Jenkins and seconded by Robin Bussell, see enclosed sheet.

Rally Secretarys Report, Reg Varney.

was proposed by Mrs Eileen Mills and seconded by Malcolm Bath.

Spares report. T.C.MILLS.

I am trying to trace as many new spares as possible--stockwise we are holding quite a selection, and the club has now purchased two cars especially for spares. With some luck we may soon be able to have the cylinder head re-manufactured. Proposed by Reg Varney, seconded by Mr Spencer.

Social Secretarvs report by Mr. T. Berry.

Club constitution.

Amendment to item 6. Social secretary-Spares secretary and Newsletter Editor to be full voting committee members.

Adopted. Proposed by Roy Bussell, seconded by Eileen Mills.

Election of Officers as proposed.

Proposed by Mr Baxter, seconded by Rhys Jenkins.

Vote of thanks proposed by Mr.T.Mills to the Newsletter editor Mr Roy Bussell.

This was followed by tea and sandwiches and an informal discussion between members.

Meeting closed 5p.m.

TRIUMPH MAYFLOWER CLUB.1975.

CONSTITUTION.

1. The name of the Club will be known as "The Triumph Mayflower Club", - hereinafter called "The Club".
2. Objects.
  - a. To preserve and promote interest in The Triumph Mayflower Car.
  - b. To encourage and assist members to care for their vehicles, so as to provide and maintain an extremely high standard of preservation both mechanically and bodily. A spares section and newsletter will be organised to further these ends.
  - c. To provide and encourage the sport and pastimes of motoring, touring etc.,
  - d. To provide recreation and entertainments for its members and to encourage good fellowship, comradeship and sportsmanship. A bi-monthly informal meeting for all members will be held in the Bristol area, together with similar meetings from time to time in other parts of the Country, for social activities, such as film shows, rallies, visits etc.
3. Membership.
  - a. This is open to any owner of a Triumph Mayflower.
  - b. Associate membership.

This is open to any owner of Renown, 1800 or 2000 saloons, or any non owner who is interested in these cars or the Mayflower.
  - c. Family Membership.

Husband and wife at reduced rate if both concerned with the vehicle.
  - d. Election of Members.

Each candidate for membership must fill in the appropriate form and send the completed form to the Secretary with the membership fee. After approval by the committee a membership card will be issued and the member concerned will be bound by Club rules and regulations.
4. Any person wishing to resign from the Club shall give notice to the Hon. Secretary. The committee shall have the power to ask a member to resign if, in their opinion, the conduct of the member concerned becomes injurious to the character, interests or undertakings of the Club. If the member refuses to resign, the committee will have the right to terminate membership.
5. Subscription.
  - a. Mayflower owners. £2.00 with wife £2.50.
  - b. Associate member. £2.00 with wife.

Subscriptions will be due for renewal on 1st April each year. If subscriptions are not received by June 1st, membership will be terminated automatically. Members joining in the 6 months April to September inclusive, shall be liable for the full annual subscription, whereas members joining in the 6 months October to March inclusive, shall be liable to pay half subscription rate in the first instance.

6. Management and AGM.

The Club will be managed on all affairs, by a general committee elected annually by Club members at the AGM.

General Committee shall consist of

Chairman.	Treasurer.
Vice Chairman.	Ordinary member No.1.
Hon. Secretary.	Ordinary member No.2.
Rally Secretary.	

(Social Sec, Spares Sec and Magazine editor to be appointed by committee and become ex officiated voting members.)

Two auditors will be nominated by the committee and approved by the AGM.

The annual balance sheet and club accounts shall be submitted annually by the auditors and shall be made available to all members.

Notice of an AGM will be given in writing to all members at least four weeks prior to the date of the intended meeting.

An extraordinary general meeting shall be convened by the Chairman, at the written request of not less than 10 members of the Club, or at the discretion of the committee. At any general meeting a quorum shall consist of not less than 15 members, present and voting.

7. Votes.

Only paid up members able to vote.

One vote one labour.

In case of equality of votes, Chairman has one casting vote. In the event of a matter of urgency arising, or of vital interest to all members, the committee shall have the right to organise a postal ballot.

8. Committee Meetings.

The general committee shall meet once a month. Any member absenting himself or herself from three consecutive meetings without reasonable excuse shall cease to be a member of the Club committee and the vacancy may be filled by another member elected by the remaining members of the General Committee.

9. Alteration of rules.

The Club rules may be altered by and at the discretion of the membership in general meeting, who also have the power to dissolve or suspend the operations of the Club.

10. Dissolution of the Club.

In the event of the dissolution of the Club, the membership, as a whole, will be responsible for payment of any outstanding debts, and any assets realised, will be distributed among members, after payment of any outstanding debts.

11. Spares Section.

The spares secretary will be responsible for tracing supplies of spare parts and holding a record of same which members have for disposal, and shall deal with members enquiries for spare parts.

12. Members or Associate members owning Triumph 1800, 2000 or Renown Saloons, may form a Renown section within the Club, to be bound by the club rules. The Renown section may elect its own section secretary, who will become an ex officio member of the general committee. The section may arrange its own rallies or functions in liason with the Rally Secretary, and in which all club members shall be invited to participate. The section will maintain contact with any club catering specifically for these vehicles, keeping the general committee fully informed.

All arrangements or actions involving the Mayflower Club, shall be subject to approval, by the general committee. Any fees charged for attendance at any Renown section function, shall be subject to the control of the Club Treasurer.

#### Late Edition

As we were in the process of printing this Newsletter, we have just received the latest Vintage Triumph Magazine from America. Included in this Edition were some very excellent photographs of the results of our 1st National Rally also a write up of the club. Members who wish to purchase this Magazine please will you write direct to Editor Dick Langworth, Dragonwyck Publishing Ltd, Hopewell, New Jersey. 08525 U.S.A. please state you are a member of the Triumph Mayflower Club. Personally we think this is a fine and excellent Magazine catering for all Triumph cars up to 1960.

Sec. E. Mills.

TRIUMPH MAYFLOWER CLUB.

SPARES LIST 1975/6.

The spares listed below, are stock held by the Club, but unfortunately prices have risen since the first spares list was published in 1974. Where possible prices will be maintained, but because of increases some parts will not have a price on them, therefore P.O.A.

NEW SPARES.

<u>TYPE.</u>	<u>PART NO.</u>	<u>PRICE.</u>
Top gasket only.	AB 650.	£2. 50.
Top gasket. set complete.	CB 6B0.	£3. 25.
Bottom gasket set.	CS1A 317.	£2. 00.
Thurst Race.	43503.	£1. 50.
Clutch plate.	Borg & Beck ) or 47624/18 or 34) Candy 303.	P.O.A.
Clutch assembly.	45686/23.	P.O.A.
Oil seals.		
Front hub. Felt only.	KG 166.	
Front hub.	NA930-1102.	Per Set. £- 70p.
Back hub.	NA303.	" " £- 80p.
Gearbox front.	NA299-C461.	45p. each.
Gearbox back.	NA216-C130.	30p each.
Gearbox back extension.	Advane.M.C.2534.	30p each.
Speedo.	NA033.	30p each.
Pinion.	NA328.	90p each.
Rear Axle.	NA328.	90p each.
Timing chain cover.	NA329-C572.	50p each.
Water pump.	NB016./NB020.	Not known.
Spark plugs.	N8.	35p each.
Fan Belt.	R.T. 368.	£1. 40p each.
Fan Belt.	Ferodo V.564.	
Top water hose.	Harno. 225. )	
Bottom water hose.	Harno.228 )	Out of stock.
By Pass hose.	Holdtite.M1938. ) John Bull. 309. )	
Silencer box.	SU206.	Out of stock.
Timing chain.	Edmunds Walker.	
Inlet Valves.	2594 or 1933	From 75p to £1.40 each.
Outlet valve.	2594 or 1934	" " " "
Barke shoes.		
Points.	CS14 replacing Lucas YEL2199.	
Oil pipe.	FPF 107.	
Petrol pipe.	FPF 111.	
Distributor cover.	Lucas 409635	
Condensor.	Lucas 409613.	
"	SP 5008 Cl.	
Rotor.	R.33.	
Dynamo brushes.	250.	
Starter brushes.	251/252.	

We also have in stock 20 complete sets of,original pistons-still in their makers boxes, a rare find? at£16.00 \* per set which includes all piston rings as well.

\* Which includes post and packing.

Sizes are.

- 020 Thou.
- 030 "
- 040 "
- 050 "
- 060 "



MAYFLOWER BEARINGS. 1950-1953.

<u>TYPE.</u>	<u>PART NO.</u>	<u>QTY.</u>	<u>MAKERS PART NO.</u>
Bearing position.	SKF Designation.		
Front hub inner.	K-07100S-Ko7210X.	2.	100573 *
Front hub outer.	K-03062 - K03162.	2.	100536 *
Water pump.	G-8016.	2.	100764.
Gearbox.	RMS 10N.	1.	58391.
Layshaft.	3X29.8. needle rollers.	48.	58088. *
Bevel pinion front	(K15100SR/4)		
	(K15245/4)	1.	100422.
Bevel pinion rear.	K31885/4 =K3120/4.	1.	100897. *
Differential.	K16150/4 = K16283/4.	2.	110515. *
Rear hub.	6206.	2.	500031. *

RENOWN 1950-55.

Front hub inner.	K1988 =K1922.	2.	58616.
Front hub outer.	K-09067=K09195.	2..	59181.
Fan & Water Pump.	402703.	2.	100978 *
Constant mesh pinion.	R.M.S.10N.	1.	58391.
Mainshaft centre.	R.M.S.10N.	1.	58391.
Mainshaft Rear.	6206.	1.	500031. *
Layshaft.	3x29.8.Needle rollers.		58088. *
Bevel Pinion front.	K02475/4=K02420/4	1.	58824. *
" " Rear.	K3490/4=K3420/4	1.	58823.
Differential.	K25580/4=K25523/4.	2.	58821.
Rear hub.	K2581=K2523S.	2.	58822.

\* Also from these cars.

Makers part No.

TR2 = TR3 = TR4

100573 fits Mayflower.

100536 " "

100978 " Renown.

58391 " "

500031 " Mayflower & Renown.

58088 " " " "

100897 " Mayflower.

100422 " "

110515 " "

Rear hubs TR2 early models = 500031.

Herald, Convertible, 1200, Estate Car.

Herald 'S' and 12/50 1959 on.

Vitesse 1962 and on Spitfire 1963 and on

100573)

100536) Mayflower only.

Standard

Eight 1954-59, Ten 1955-59, Companion Estate Car 1956-61. Pennant 1958-59.

100573 )

100536. ) Mayflower only.

100764. )

Ensign. 1958-64.

58616 = Renown.

59181 = Renown.

58391 = Renown & Mayflower.

58088 = Renown & Mayflower.

100422 = Mayflower.

100897, =Mayflower.

110515= Mayflower.

TYPE.PART NO.PRICE.

Piston rings. RA5726.  
 Bearing shells. Mains M.3123.  
 Washer. W2046.  
 Big Ends.B421L.

From British Leyland Coventry.

Connecting rod. 100828 £6. 30. each  
 Fly wheel. 300168. £19.70. each

All spare plus postage inside U.K.  
 Outside the UK please add 35% extra for postage.

Interchangeable parts.

Brake shoes - Hillman Minx 58-62.  
 Master Cyl repair kit - Morris 1000.  
 Slave Cyl. - " "  
 Brake hose. - Standard Pennant.  
 Rear shocker. - Humber sceptre.  
 Clutch trust bearing. - Hillman Minx.  
 Hub bearing. - " "  
 Tailpipe. - Ford Popular.  
 Fan Belt.  
 Top water hose - Simco 693.  
 Bottom water hose - Rover 2000.  
 Speedo cable. - Morris Oxford No CN113 1N9.

New Parts from:

F.W.Thornton & Son. 57 Wyle Cop. Shrewsbury.

Piston sets. £20.00 set.  
 Piston rings. £2.00 to £2.50.  
 Big Ends. £2.50 to £ 3.50.  
 Mains. 50p to 70p.  
 Trusts and small end bushes.

T.R.Improvements.London. Tel: 01 505 3017. for front suspension  
 steering idler. £12.00.

A.T.Johnson. Paradise Road.Downham Market. Norfolk.PE 389DJ.

Mayflower- Renown - Standard Vanguard.

From Lucas.

Sidelights front. 52139. £1.60. complete.  
 Amber flashing lights. 53359 £1.70 complete.  
 Chrome rings for rear light. 572734. 25p each.

Rubber bushes for suspension 102223 £1.00 for 8.  
 from most Triumph dealers.