



TRIUMPH MAYFLOWER CLUB



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS - 1988-89

CHAIRMAN
AND CLUB SECRETARY:

TERRY GORDON
12 Manor Close, Hoghton,
Preston, Lancashire

VICE-CHAIRMAN:
AND RALLY SECRETARY:

JOHN OGLESBY
33 Wroot Road, Finningley,
Doncaster DN9 3DN

TREASURER:

MIKE WEBBER
31 Phillipps Avenue, Exmouth,
Devon EX8 3HZ

SPARES SECRETARY:

JOHN GOGAY (tel Dartford 21493 -
1-2pm weekdays)
18 The Close, Wilmington, Dartford,
Kent DA2 7ES

MAGAZINE EDITOR
AND ARCHIVIST
AND SECOND-HAND SPARES
SECRETARY:

STEPHEN PARNELL (tel 0643 84253 -
after 7pm)
Stag Cottage, Wootton Courtenay,
Nr Minehead, Somerset TA24 8RH

ORDINARY MEMBER NO. 1:

TONY BOOTH
26 Wharton Road, Headington,
Oxford OX3 8AH

ORDINARY MEMBER NO. 2:

EDITH WEBBER
31 Phillipps Avenue, Exmouth,
Devon EX8 3HZ

ORDINARY MEMBER NO. 3:

REG VARNEY
32 Mackie Road, Filton, Bristol, Avon

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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 fulfil 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.

EDITORIAL

As a cause for celebration the fiftieth edition of Flower Power will not make the headlines of the tabloid press but within the limited activities of the Club it must register fairly high on the Richter Scale.

The very fact that this has been published must give some satisfaction to the enthusiastic few who started the Club over 10 years ago, and in recognition of this, the first newsletter has been reprinted for the benefit of new members. It is interesting to note how few of the original founding members are still on the books, notably lead from the front by Phil Hall who as member number one still takes an active interest in the Club as witnessed at this year's A.G.M. Phil's presence was all the more laudable considering the pathetic turn-out by the Club's general membership; in fact only 2 ordinary members attended alongside the standing committee.

There is nothing magical about running a car club for enthusiasts and every member should realise it is his or her club, and with only the tiny membership as we have it is no good passing the buck and letting someone else do all the work.

May be the annual rally this year will herald a new wave of enthusiasm to greet our new Chairman Terry Gordon who takes over from the long standing Peter Burdge who has given so much to the Club over the years. It is difficult to imagine if there is anyone in the country who knows more about Triumph Mayflowers than Peter and his absence from Club committee meetings will be sorely missed.

ATTENTION ALL NEW MEMBERS

As there has been an influx of new members recently it may be worth repeating for your information the technique required to remove "stuck" cylinder heads.

Due to corrosion between the steel cylinder-head bolts and the aluminium head, removal of the head from long abandoned engines becomes extremely difficult. Stories of cars suspended from the rafters by their cylinder heads and evidence of chisel marks on mating surfaces are not exaggerated.

But help is at hand; never again the cries of desperation from the garage. All that is required is an old set of sparking plugs, four 4" bolts and hey presto off it comes.

First the ceramic core of the plugs is knocked out and then the body of the spark plug must be tapped to accept the threaded bolt. These are then screwed into the head and the bolts turned down equally to lift the head. This technique has proved 100% effective and with the minimum of effort lifts the head.

Do not hesitate to contact the editor if you are having problems in this matter, a set of converted plugs is available at a nominal charge for hire. Please try to phone at convenient times as listed opposite!!

TRIUMPH RAZOREDGE OWNERS CLUB / TRIUMPH MAYFLOWER CLUB.

Joint Annual Rally at Sudeley Castle, Winchcombe, Gloucestershire on Sunday 17th July 1988.

.....
Once again our annual rally is upon us and we are looking for an even greater attendance than last year, so get your razoredges prepared for a day out at Sudeley Castle, but remember even if your car is not yet ready for the road, please come along and meet your fellow members, it is amazing how much information you can glean by looking at the finished article or talking to members who have carried out the remaking of timbers, replacing bodywork etc., a good set of photographs is extremely useful if all you have is several tea chests full of bits. There will be a large selection of club spares for sale, but please let your respective spares secretarys know beforehand if you require any large items bringing to the rally.

Prior to the rally there will be the traditional dinner on the Saturday evening at a hotel close to Sudeley. The cost is £13.50 per head inclusive of coffee and commences at 8.00pm. Dinner must be prebooked with Jennifer Langton before Friday 8th July, there is also accommodation still available at this hotel please contact Jennifer for details of this and other accommodation within the vicinity of Sudeley.

The rally will commence from 12.00 noon, although the grounds and craft exhibitions are open from 11.00am onwards.

Weather permitting we will have the usual childrens games, plus welly throwin and wheel rolloin for the adults.

Childrens colouring competition (please bring your crayons).

Children and adults Teddy Bear competition. (come on mums and dads get into that attic and find your old teddys). Prize for the cuddliest teddy.

Driving tests. (again if grounds and weather permit).

1988 is a special events year at Sudeley, July features the Tudor period, there will be a prize for anyone attending in Tudor costume.

Concours - there will be prizes for the best three cars and a special prize for the cleanest engine compartment. This will be on a self judging basis as previous years.

Classic Car trophy for the member travelling furthest to the rally in a razoredge car.

.....
Sudeley Castle and Gardens lie on the edge of Winchcombe, an ancient and pretty little town, about six miles north of Cheltenham Spa on the A46 (B4632) to Stratford-upon-Avon. Its less than 50 miles from both Bristol and Birmingham via the M5. Exit at junction 9 and take the A438 towards Stow-on-the-Wold, turning left onto A46.

Falcon Displays - Craft Exhibitions - Gardens and Restaurant plus the magnificent palace of Queen Katherine Parr and now the family home of Lord and Lady Ashcombe.

Diary date; Sunday 17th July. DON'T MISS IT



STANDARD TRIUMPH INTERNATIONAL RALLY - S.T.I.R. X111

The following programme has been forwarded by our American colleagues for their 1988 VTR National Convention which will include S.T.I.R. X111. It is only provisional at the moment but does give an idea of the events they are hoping to include. The items given in bold type refer to the proposed itinerary for the trip from the UK. If members wish to make their own arrangements, they are quite welcome to do so but it will be less likely that we will be able to arrange cheaper group rates.

Thursday 11th August.	10.45	Check in at Gatwick Airport.
	11.45	Depart Gatwick (UK time).
	12.00	Registration opens (Local time).
	14.00	Driving Tour to Billy Bobs, Ft Worth.
	18.26	Arrive at Dallas Airport.
	18.30	Pool Party Mixer.
Friday 12th August.	22.00	Board Meeting
	08.00	Auto-cross and Fun-kanna events.
	13.30	Rally tour to South Fork Ranch. T.S.D. Rally.
	18.30	Western party at the Austin Ranch next door to the Hotel. Beer bust, auction, entertainment & dancing.
Saturday 13th August.	08.00	Auto photo session.
	10.30	Position autos for concours judging.
	11.30	Concours judging commences and social tour of local attractions & shopping.
	19.00	Awards dinner with Ken Richardson as the guest speaker.
Sunday 14th August.	am	Photos of Concours winners, Packing and farewells.
	12.00	Check in at Dallas Airport.
	12.53	Depart Dallas.
	16.19	Arrive Florida (Orlando).
Thursday 18th August.	14.30	Check in at Orlando Airport.
	15.30	Depart Orlando.
Friday 19th August.	08.00	Arrive Gatwick (UK time).

Special accommodation rates have been negotiated at the Hilton Executive Centre, venue of the VTR National Convention, and the cost per night for two adults sharing is \$45, three adults \$50 and four adults \$55. Rally registration for non VTR members is \$35 and the costs of other optional events are \$6 ea. for the Pool Mixer Party, \$15.50 ea. for the Western Dude Ranch Dinner and \$15.50 ea. for the Saturday evening Awards Dinner. For accommodation in Florida, \$50 per room per night should be allowed.

NOTE: It may be decided to return from Orlando on a Friday flight, thus giving an extra day in Florida. This will incur extra ticket costs for weekend travel at approximately £20 per ticket. Arrival in the UK would be 24 hours later on Saturday 20th August 1988.

ANYONE WHO IS INTERESTED SHOULD RING COVENTRY (0203) 544770 IMMEDIATELY

Ref:MDW/25.2.88.

THE TRIUMPH MAYFLOWER CLUB

The Triumph Mayflower Club was started in Bristol in September 1974 by Derek Goodyear and Terry Mills. Once the fact of its existence became known, membership applications began to flow in and our 550th member joined us recently. We have been glad to welcome members from abroad - not only from the United States but also from Australia, Denmark, Germany and even Malta.

The organisation of the Club was set on a regular footing at its first AGM in October 1975 at the village of Burfoot in Gloucestershire, and there is now a committee of ten. Under the present editorship of Stephen Parnell, the newsletter "Flower Power" has grown steadily in size and quality. It contains items of general interest as well as technical information and details of the availability or interchangeability of spare parts.

The provision of spares has certainly shown itself to be one of the main functions of the Club. This spares service, now run by John Gogay greatly helped members in locating and supplying those items which we all find increasingly difficult to obtain. A large stock of new and second hand spares is held.

Our first National Rally was held at Dodington House in Gloucestershire on the 1st June 1975 and attracted a great number of entries. Organised by Reg Varney, this proved a very enjoyable occasion. Other informal meetings are held from time to time in other parts of the Country.

Starting the Club needed considerable exertion, for besides the obvious and inevitable financial difficulties, the founders had no previous experience of running a club of any sort. Nevertheless, as a result of the tireless efforts of the committee, the Club has expanded rapidly and we have every reason to hope for sustained development in the future.

COPY OF FIRST NEWSLETTER '74

In August, as some of you already know, the Triumph Mayflower Club was formed to bring together enthusiasts whom we believe want to meet, get together and talk of their interests particularly related to their cars and motoring.

We know there are Mayflowers all over the Country, we've seen some of them parked, passed them on the other side of the road, we've overtaken them or they've overtaken us, yet who are they?

The Club is now here to help you to meet fellow Mayflower owners, Mayflower enthusiasts and promote the future of a car we know is worthy of keeping in the running for many years ahead. The Club and its members can help each other in problems they have met, might still have, or might meet in the future. The spares service discussed at the last meeting in Bristol was favourably received and although it is yet to be put into operation, the incentive is here, the need exists and with the support of members via their membership fees, we anticipate beginning the spares service as soon as possible.

This Newsletter is one, we hope, of many in the future that the Club wants to send to members as part of the Club services. If you are not yet a member and are reading this as one who is interested in finding

out more in the future, then you now know we need your enthusiastic support, your membership application and, in turn, we want to help you to meet fellow owners through the Club.

Early enthusiasts have already written from far afield in Britain, and an early enquiry from an owner in America. We know there will be others. We hope you will be one of them.

More of the spares department a little later, but so far the Chairman, Mr Derek Goodyear, has accepted the idea of forming the service, knowing that spares are becoming increasingly expensive and yet there are many Mayflowers sadly abandoned, almost lost and which should be rescued and their parts, if applicable, as well as these new parts still in stocks, made available to those who know they need them.

The Club intends becoming a responsible information centre in this respect, to provide members with this service and in distributing information from a possible supplier to a fellow member in need, this will help to retain the car we support.

As well as an information service between members, the Club could, with support, also form a central supply of used spares, which, after inspection, would be made available to members in need. The service would, in turn, help to further the Club's development and help provide the resources needed for organising future meetings, rallies, an annual dinner and more.

To do this we have set the annual membership subscription at £2.00 and with the spares service and possibly other future activities unfounded as yet, the wheels are turning and the Club is in gear. We trust in progressive acceleration.

LETTERS TO THE EDITOR

Extract from letter of past Chairman Burdge:-

Ref:- radial tyres (Mike Hudd's piece in last F-P). I too was told that fitting these might adversely affect the car's handling, but this is not so. My car has 165SR15 tyres (Firestone S211) and the handling is vastly improved. Not only do you avoid the "tramlining" effect which cross-plyes give you where the road has longitudinal depressions (a lot of them in Avon due to the funny way they re-surface the roads) but you can take corners about 5-10 mph faster without the need for a change of underwear on every occasion. Handling at speed (no admissions made here!) is good, but I ought to point out that I had my front suspension rebushed with the steel-and-nylon jobs top and bottom, and also have TR2 shock absorbers. This gave a rather too firm ride with cross-plyes, but the radials provide a bit more cushioning. I am not sure of the current price, but they are probably only half the £50 price of cross-plyes. Even if the prices were the other way round, I would never again have cross-plyes out of choice.

BEWARE..... Flying Flower in the proximity of Bristol!!!

If you are overtaken on the M.5 at 85 m.p.h by a Flower it will almost certainly be Peter "running-in" his new engine

TRIUMPH MAYFLOWER CLUB

MINUTES OF THE AGM HELD AT EATHORPE PARK HOTEL, WARWICKSHIRE

ON SUNDAY 5 JUNE 1988

1. Opening

The meeting was opened at 2.30 pm. Present were Peter Burdge, Terry Gordon, Edith Webber, Mike Webber, Stephen Parnell, Reg Varney, Phil Hall, John Oglesby and Tony Booth. Apologies for absence had been received from Ron Hagger, Shaun Spooner and Jane Parkin.

2. Minutes of 1987 AGM

These were read and adopted as a true record of the proceedings at that AGM.

3. Matters Arising from the Minutes

None.

4. Treasurer's Report

- (a) Accounts for the year 01.04.87 - 31.03.88 had been prepared (and are reproduced elsewhere in this issue). These only relate to the Club's General Account.
- (b) The most recently available credit balances on the accounts were:
 - (i) General Account: £2,248.00 (as at 04.06.88)
 - (ii) Spares Account: 2,336.77 (as at 30.03.88)
 - (iii) Secondhand Spares Account: 227.50 (as at 15.01.88)
- (c) Printing and posting Flower Power costs just over £400.00 a year.
- (d) It was resolved that the Treasurer, Spares Secretary and Secondhand Spares Secretary be empowered to invest money in the accounts operated by them but not immediately required in appropriate building society accounts in the name of the Club, the authorised signatories of such building society accounts to be the same as for the bank accounts out of which the money invested is drawn.

5. Membership Secretary's Report

The cumulative total of members enrolled to date was 548, with 39 new ones this year. Actual paid-up membership was only about 150. Edith Webber to check with John Gogay over availability of self-adhesive car windscreen badges for issue to new members, and to arrange for printing of "with compliments" slips locally. Although a large number of enquiries is received, only a few of those enquiring go on to join the club.

6. Spares Secretary's Report

No report had been received but, in view of the continuing high quality of service rendered by John Gogay, it was assumed that he was willing to continue in his post. His skill and efficiency is greatly appreciated.

7. Secondhand Spares Secretary's Report

Another very successful year. The only problem was the bulk of the stock; there was no more space and a lot of virtually unsaleable parts. Stephen Parnell was willing to continue, and his offer was gratefully accepted. He will investigate the re-chroming of bumpers.

8. Archivist's Report

Irene Parkes had kindly donated material relating to the Club. No significant discoveries had been made during the year.

9. Rally Secretary's Report

There will be a combined TROC/TMC rally at Sudely Castle on 17 July. TROC, aware of our difficulties, had kindly agreed to do all the organising. Shaun Spooner had been authorised to lend the Club's posts and other rally equipment to TROC for this purpose. Stephen Parnell agreed to contact John Gogay to discuss arrangements for the sale of spares at the rally. Geoff Basketter, who had flown the flag for the Club in the North (with little or no support from southern members in general and the committee in particular) would be unable to organise anything else as he was selling his car. Appreciation was expressed for his past efforts.

10. Magazine Editor's Report

The Chairman was reproached for his failure to provide the customary "letter". The next issue would contain details of the rally, and seemed likely to be a bumper one. The Editor's continuing good work was appreciated, and he is willing to continue.

11. Chairman's Report

The Chairman, having done nothing all year, reported accordingly.

12. Election of Officers

To avoid the need for a committee meeting, the posts which the committee has power to fill were also dealt with. The committee for 1988-89 is as follows:

CHAIRMAN & CLUB SECRETARY:	Terry Gordon.
VICE-CHAIRMAN & RALLY SECRETARY:	John Oglesby.
TREASURER:	Mike Webber.
SPARES SECRETARY:	John Gogay.
SECONDHAND SPARES SECRETARY, MAGAZINE EDITOR & ARCHIVIST:	Stephen Parnell.
ORDINARY MEMBER No. 1:	Tony Booth.
ORDINARY MEMBER No. 2:	Edith Webber.
ORDINARY MEMBER No. 3:	Reg Varney.

The appointment of an auditor was left to the discretion of the Treasurer.

13. Any Other Business

- (a) Level of expenditure on purchase or remanufacture of parts. This is to be discussed by Stephen Parnell and John Gogay.
- (b) Subscriptions. For 1988-89 these are to stay unchanged, viz. £8.00 for members in the UK and £9.00 for those abroad. It will almost certainly be necessary to increase them for 1989-90 in view of the increase in printing and postal charges.
- (c) Thanks were expressed for the work done by the 1987-88 committee, and in particular those members who had not stood for re-election (Melanie Stone, Shaun Spooner, Malcolm Bath, Ron Hagger and Peter Burdge). Tony Booth, who had recently joined the Club and was attending his first AGM, was welcomed to the committee. It was felt that the competence and enthusiasm of the new committee boded well for the future.

"TRADER" SERVICE DATA No. 180

Triumph Mayflower Type 1200T-1950-51

Manufacturers: Standard Motor Co., Ltd.,
Banner Lane (Regd. Offices), Coventry. Sales
and Service: Fletchamstead Highway,
Coventry.

INTRODUCED at the 1949 Earls
Court Motor Show, the Mayflower
came into production in May,
1950. Original in styling, the car has

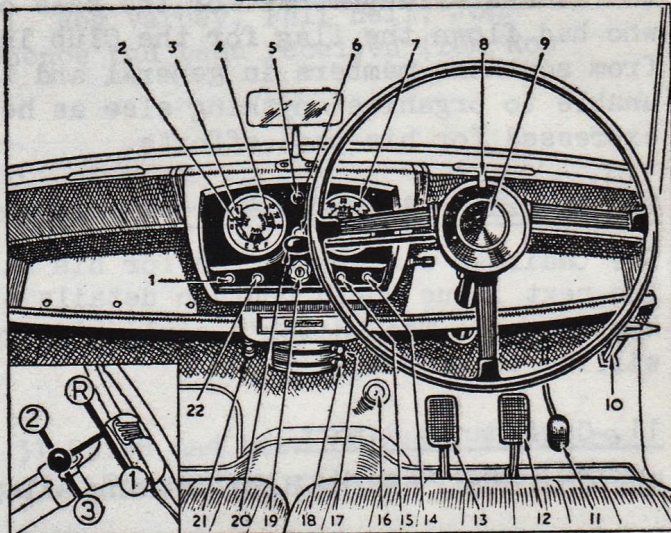
Articles in this series are written by
the Technical Staff of "Motor
Trader" and checked by the vehicle
manufacturers or importers.

Next article—
ROVER 75

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Instruments and Controls:

1. Choke
2. Petrol gauge
3. Oil pressure gauge
4. Water temperature gauge
5. Ignition warning light
6. Heater motor switch
7. Speedometer
8. Trafficator switch
9. Horn push
10. Handbrake
11. Accelerator
12. Brake pedal
13. Clutch pedal
14. Starter switch
15. Screenwiper switch
16. Dipper switch
17. Heater air control
18. Demister control
19. Lighting and ignition switch
20. Gear lever
21. Scuttle ventilator control
22. Panel and roof lamp switch



V. L. Churchill & Co., Ltd., 27-34,
Walnut Tree Walk, Kennington, Lon-
don, S.E.11. Those considered most
important are listed here.

American S.A.E. threads and hexa-
gons are used throughout, except on
some proprietary components.

ENGINEERING CHANGES

	Comm. No. (Prefix TT)
Longer rear springs fitted, with new spring plates and longer stroke shock absorbers	451
Rear springs stiffened (thicker leaf substituted)	928
Oil relief valve changed, ball to plunger. New plug	1356 E
Camshaft, and distributor drive gear, changed from casting to forging. Must be replaced together	1408 E
Rear spring changed, ten leaves to eight thicker leaves	3071
Oil bleed holes in con rod big ends deleted	3215 E
Headlamps changed to double dip, with block lenses and 42/36 watt bulbs	3264
Fuel pump with hand primer introduced	3407 E
Wheels with larger offset (1.125in instead of .63in) introduced. Track increased	5535*
Engine front mounting to frame, bolts changed to studs. Slotted mountings introduced (interchangeable)	6010 E
Fan and pulley changed, integral to separate. New assembly must be used with new dynamo	6109 E†
New (higher output) dynamo and new control box introduced. New control box must not be used with old dynamo, but new dynamo can be used with old control box	6155 E‡
Oil level in rear axle raised to bottom of filler threads. Dipsick deleted	6813
Manifold clamps strengthened. Longer studs	Pending
Differential gear and pinion thrust washers introduced	Pending
Screenwiper, more powerful motor introduced. New drive (steel pinions) must be fitted with new motor	Pending

* Except comm. Nos. 5547-5552.
† At comm No. 6131 (chassis).
‡ At comm No. 6134 (chassis).

an integral chassis and body, independent front suspension with coil springs, a side-valve engine based on that of the pre-war Standard Ten, and a transmission on the same lines as the Standard Vanguard. Engineering changes introduced since the car was first produced are listed here.

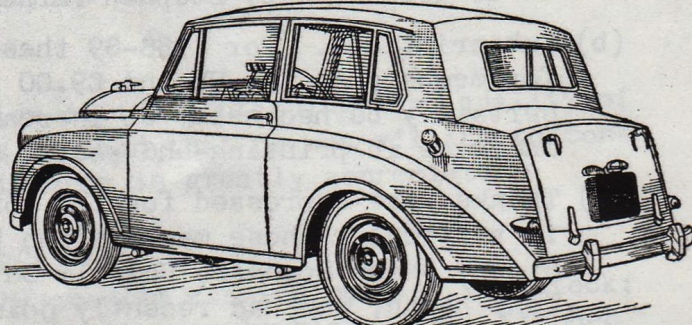
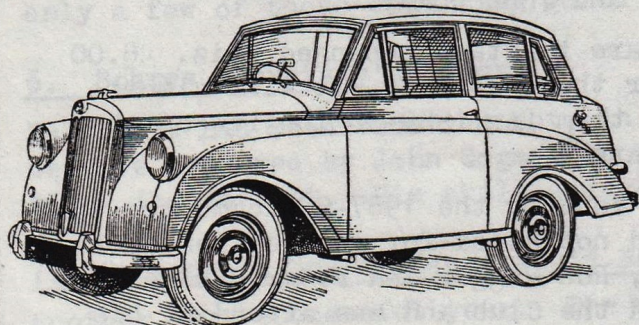
Commission numbers (car serial numbers) starting at 1, prefixed TT and suffixed DL, indicating body type, are stamped on a plate on the near side of the scuttle under the bonnet. Engine serial numbers, also starting at 1, prefixed TT and suffixed E, are stamped on a boss at the offside rear of the engine below the oil filler. Engine and car numbers do not necessarily correspond.

Special tools have been designed to speed up certain operations, and officially approved by the Standard Motor Co. They are available from

SPECIAL TOOLS

ENGINE	Tool No.
Tappet spanners (D/E). Set of three comprising 1/4 in A/F straight x 7/8 in A/F cranked; 7/8 in A/F straight x 1/2 in A/F cranked; 3/8 in A/F straight x 3/8 in A/F cranked	M 854 A, B, C
GEARBOX	
Mainshaft spring ring remover	20SM 69
Mainshaft spring ring installer	20SM 46
Mainshaft assembling tool	20SM 65
Layshaft needle bearing retainer	20SM 77
Drawer with adapters for primary shaft, mainshaft and axle half-shaft bearings	20SM 4615
REAR AXLE	
Bevel pinion shaft bearing inner race drawer with adapters	20SM 85
Bevel pinion shaft bearing outer race installer	M 70
Bevel pinion bearing gauge (for meshing shims)	M 84
Final drive housing spreader	20SM 4220

Prefix 20SM indicates suitability (with or without adapters) for Mayflower and Vanguard.



DISTINGUISHING FEATURES—Only change in outward appearance has been fitting of block lenses to headlamps

ENGINE DATA	
No. of cylinders	4
Bore x stroke : mm	63 x 100
in	2.48 x 3.94
Capacity : c.c.	1247
cu. in	76.1
R.A.C. rated h.p.	9.84
Max h.p. at r.p.m.	38 at 4200
Max torque (lb/in) at r.p.m.	695 at 2200
Compression ratio	6.8:1

ENGINE

MOUNTING

At front bonded rubber blocks bolted to chassis and to lugs on front engine plate. On early cars mounting plates were drilled and attached to chassis with bolts. Later mountings are slotted, and rest on studs on chassis. At rear similar bonded rubber block bolted to bottom of gearbox cover and to detachable cradle.

REMOVAL

Engine can be removed with gearbox and all accessories. Detach bonnet, with hinges, from scuttle. Raise rear of car on axle stands under jacking pads, and drain gearbox. Disconnect rear end of propeller shaft, and slide front end out of gearbox (engine must be tilted at about 45 deg to car to remove. If oil is not drained from gearbox it will pour out when propeller shaft is removed). Remove radiator core (three setscrews each side) giving access to grille bolts. Detach grille. Disconnect all pipes, wires and controls (including thermometer bulb in cylinder head). Disconnect gear change cross-shafts from coupling spiders on gearbox, and both clutch

links (pull rod and compensating link) at front end. Detach clutch linkage bracket from rear mounting cradle on right-hand-drive cars. Support gearbox on jack, and detach cradle from rear mounting and body floor. Take weight of engine on slings behind crankshaft pulley and between sump and rear engine plate. Detach front mountings from chassis (if studs, slacken nuts only, as blocks are slotted and will rest on studs). Engine unit can then be tilted sharply to clear front cross-member, and lifted out.

CRANKSHAFT and CONNECTING ROD DATA				
	Main Bearings			Crank-pins
	No. 1	No. 2	No. 3	
Diameter	2in	2in	2in	1½in
Length	1½in	1¼in	1½in	1½in
Running clearance :				
main bearings		.0015-.0025in		
big ends		.001-.002in		
End float : main bearings		.004-.006in		
big ends		.008-.010in		
Undersizes		.020, .030, .040in		
No. of teeth on starter ring gear/pinion		117/9		
Con rod centres		7.25±.002in		

CRANKSHAFT

Three main bearings. Thin wall, steel-backed, white metal-lined shells located by tabs. End float controlled by half thrust washers recessed in either side of rear bearing cap. Replacement washers available .005in oversize on thickness. No hand fitting permissible. Worn shafts must be ground to standard undersizes.

Main bearings and thrust washers can be changed, in emergency, without removal of shaft.

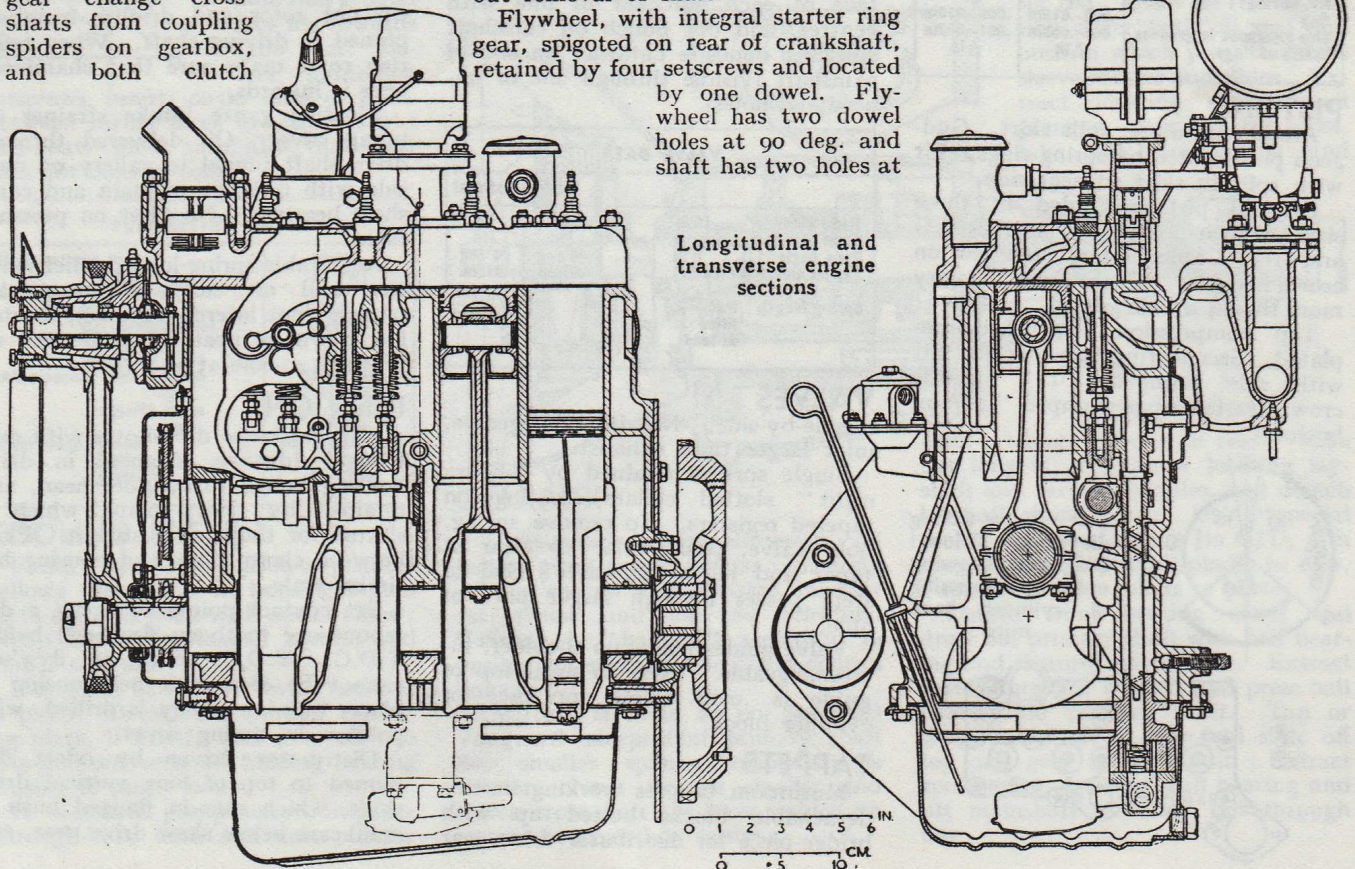
Flywheel, with integral starter ring gear, spigoted on rear of crankshaft, retained by four setscrews and located by one dowel. Flywheel has two dowel holes at 90 deg. and shaft has two holes at

NUT TIGHTENING TORQUE DATA		
ENGINE	Bolt size	lb/ft
Cylinder head	½in	35-38
Main bearing caps	½in	90-100
Big end caps	½in	35-38
Flywheel setscrews	½in	42-46
Manifold clamps	½in	18-20
Dynamo pulley	¾in	30-35
REAR AXLE		
Differential bearing caps	½in	42-46
Driving flange to bevel pinion shaft	¾in	65-80*
	½in	80-100*
	½in	110-125*
Rear hub to axle shaft	½in	
REAR SUSPENSION		
Spring anchorage bolts	¾in	28-30
Spring shackles bolts	¾in	26-28
FRONT SUSPENSION AND STEERING		
Upper and lower inner pivots to chassis	½in	26-28
Upper link inner pivot nuts	¾in	26-32*
Upper ball joints to wishbone arms	¾in	55-70*
Upper ball pins to wheel carrier arms	½in	55-65*
Stub axles to wheel carrier arms	½in	55-65*
Brake backplates, spring plates to lower links	½in	26-28
GENERAL		
Engine mountings : bolts	½in	26-28
studs	½in	20-22
Radiator attachments	¾in	16-18

* Within this range to suit split pin hole.

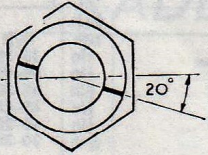
180 deg., so that flywheel can be fitted in any one of four positions. Clutch spigot bearing bush (self-lubricating) floating fit in end of shaft.

Timing sprocket (long boss to rear) and pulley keyed on front end of shaft by separate Woodruff keys, with oil thrower ring between. Shims (.004in and .006in) behind sprocket for chain alignment. Smaller shims be-



Longitudinal and transverse engine sections

hind starter dog nut for handle position (see sketch). Pulley hub passes through lipped oil seal in timing cover.



Sump flange continued over front and rear bearing gaps by bridge-pieces, with cork seals at ends, screwed to crankcase. Oil return thread on rear of shaft runs in oil collector housing bolted to rear of crankcase, and to bridge-piece by two long setscrews inserted from front, heads wired together. Clearance between housing and shaft must be at least .005in.

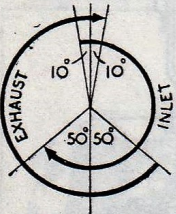
CONNECTING RODS

Big ends thin wall, steel-backed, white metal-lined shells located by tabs. No hand fitting permissible. Small ends bronze bushed for float-ing gudgeon pins. Big ends are offset, Nos. 1 and 3 with larger boss to rear, Nos. 2 and 4 to front. Early rods not interchangeable, must have bleed hole to off side. Later rods, without bleed hole, all interchangeable.

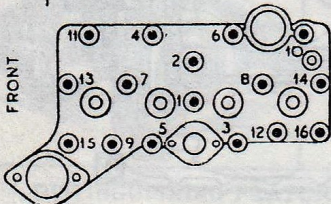
PISTON DATA		
Clearance (skirt) ...	.001-.0015in	
Oversizes ...	.020, .030, .040in	
Weight with rings and pin	.684 lb (10 oz 13 dr ± 3 dr)	
Gudgeon pin : diameter ...	3/16in	
service oversize ...	.005in	
fit in piston ...	Light push hot	
fit in rod ...	.0002in at 68° F.	
Compression height ...	1 1/2in	
	Compression	Oil Control
No. of rings ...	2	1
Gap ...	.008-.010in	.006-.010in
Side clearance in grooves	.001-.003in	.001-.003in
Width of rings ...	3/16in	3/16in

PISTONS

Aluminium alloy, split skirt. Gudgeon pins located by spring rings. Fit with split in skirt to near side. Original pistons graded in three sizes, in .0004in steps, F (smallest), G and H. Grade letters stamped on crown in circle. Weight must not vary more than 4 drams per set. Top compression ring chromium plated. Second ring taper faced. Fit with side stamped "T" towards crown (earlier rings stamped "B" on bottom).



Left : Valve timing diagram. Below : Diagram showing order of tightening of cylinder head nuts



Big ends will not pass through cylinders, but pistons will pass crank webs. Remove and assemble through bottom.

CAMSHAFT DATA			
	No 1	Nos 2 & 3	No 4
Bearing Journal : diameter...	1 1/16in	1 1/16in	1 1/16in
length ...	1.41in	.63in	.82in
Bearing clearance :			
No 1 ...	.003	-.004in	
Nos 2, 3 & 4 ...	.0025-.0045in		
End float ...	.003-.0065in		
Timing chain :			
pitch ...	1/2in		
No of pitches ...	56		

CAMSHAFT

Single roller endless chain drive, with flat spring tensioner in timing cover. Camshaft sprocket spigoted on central boss and bolted to end of shaft by two setscrews. Sprocket has four bolt holes, symmetrical but offset in relation to teeth, so that sprocket can be fitted in alternative positions or back to front, to give 1/4-tooth variations of timing.

Camshaft runs in four bearings in crankcase. End float controlled by horseshoe thrust plate bolted to crankcase and running in groove in shaft.

Camshaft can be removed with engine in place. No need to remove cylinder head or sump. Remove radiator core and grille, timing cover, chain, sprocket and thrust plate. Remove distributor and withdraw drive shaft (see "Ignition"). Remove tappets and draw out camshaft.

Timing marks are lines scribed on face of each sprocket in line with centres, and dot punch on camshaft sprocket opposite cutaway on end of camshaft (visible through one of unoccupied holes).

VALVE DATA		
	Inlet	Exhaust
Head diameter ...	1 1/16in	1in
Stem diameter ...	1/16in	1/16in
Face angle ...	45 deg	45 deg
Tappet clearance (cold) ...	.015in	.015in
Spring length : free ...	1 3/8in	
fitted ...	1 5/8in	
at load ...	22 lb	

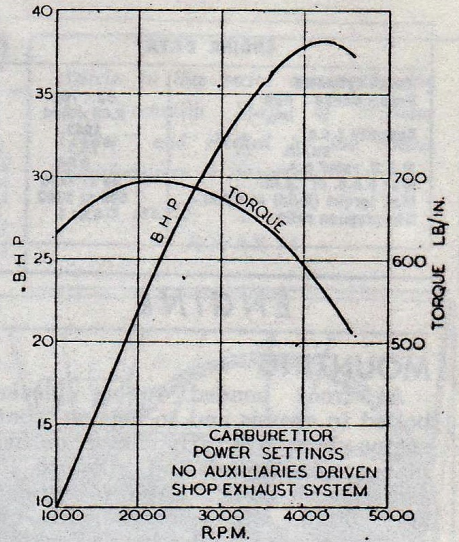
VALVES

Side-by-side. Not interchangeable, inlet larger than exhaust. Single springs retained by "figure eight" slotted collars locating on tapered registers. To remove spring, hold valve, push collar up clear of taper and move sideways. End of stem passes through larger part of hole.

Valve guides plain, no shoulder, interchangeable. Press in until top of guide is .07in below top face of cylinder block.

TAPPETS

Mushroom tappets working in two detachable blocks bolted up with bridge-piece for distributor drive gear



thrust collar. Note that each guide block fits with oil groove to cylinder block, and has one long and one short setscrew, long setscrew holding bridge-piece as well. If long screw is accidentally screwed in without bridge-piece it will penetrate into cylinder and damage piston.

Tappet blocks can be removed without disturbing valves.

LUBRICATION

Hobourn-Eaton eccentric rotor pump in sump, spigoted and flange-bolted to bottom face of crankcase, and driven by tongue on vertical shaft engaging slot in short pump shaft inside body. Pump can be removed without disturbing drive.

To dismantle pump, detach bottom cover with floating intake strainer, and tip out rotor and driving member, pinned to driving shaft. When refitting rotor make sure that chamfered edge is inwards.

Floating gauze intake strainer on pump cover. Oil delivered through drive shaft tunnel to gallery on near side with drillings to main and camshaft bearings. No filter on pressure side.

Adjustable spring-loaded relief valve was ball on early engines, later plunger (not interchangeable), located low down on near side. Normal oil pressure 40-60lb at 30 m.p.h.

IGNITION

Anti-clockwise distributor with centrifugal advance, spigoted in drive housing bolted to cylinder head, and retained by clamp plate, which is slotted for timing adjustment. Plate between clamp plate and housing has timing scale.

Set contact points to break 2 deg (about one tooth on flywheel) before T.D.C. T.D.C. mark on flywheel cannot be seen with bell-housing in place, but fan pulley is drilled, with pointer on timing cover.

Distributor driven by offset dog pinned to top of long vertical drive shaft, which runs in flanged bush in crankcase below skew drive gear, and

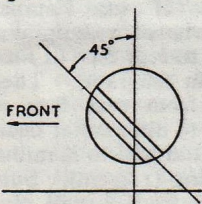
IGNITION DATA	
Advance range : centrifugal (crank deg) ...	18-22°
Advance starts (crank r.p.m.) ...	400-700
Max advance (crank r.p.m.) ...	2600-2800
Cam angle (closed period) ...	49±4°
Contact spring tension ...	20-24 oz
Condenser capacity ...	.2 mf
Firing point ...	2° B.T.D.C.
Firing order ...	1 3 4 2
Contact breaker gap ...	.012in
Plugs : make ...	Champion
type ...	NA 8
size ...	14 mm
gap ...	.025in

engages with oil pump shaft at lower end. Combined skew drive gear and fuel pump eccentric retained on centre of shaft by loose pin located by spring clip. Upward end thrust of shaft taken by horseshoe collar bolted to bridge-piece with shims (.003, .005, .007 and .001in thick) to give slight side play in shaft.

To extract drive shaft, remove distributor and fuel pump (to release push rod, which is spring-loaded towards eccentric and supported in steel bush at eccentric end). Remove bridge-piece and thrust collar together. Lift shaft until spring clip can be removed and pin extracted. Draw shaft out upwards through skew gear.

When refitting shaft, assemble with skew gear and lower into mesh with camshaft when crankshaft is at T.D.C. 1/4, so that slot at top is in position shown in sketch.

When refitting thrust collar (if it has been separated from bridge-piece) note that ground face fits towards skew gear. Before tightening setscrews, insert .003in shim or feeler between thrust faces to ensure slight end-float. Make sure, also, that shaft does not bind in collar.



FUEL SYSTEM DATA	
Carburettor : make ...	Solex
type ...	30 FAI
Settings : Choke tube ...	21
Main Jet ...	105
Air correction jet ...	220
Pilot jet ...	45
Starter jet ...	120
Air cleaner : home : make ...	AC oil wet
type ...	1579553
export : make ...	AC oil bath
type ...	1579559
Fuel pump : make ...	AC mechanical
type ...	Y-1524712
pressure ...	1½-2 lb

COOLING SYSTEM

Pump and fan. Non-adjustable bellows thermostat in housing bolted up to cylinder head with outlet elbow. Pump has spring-loaded carbon and rubber seal unit.

Pump can be removed with radiator in place. Detach fan (noting balancing plate, if fitted), and take off two nuts and one setscrew holding bearing housing to pump body.

To dismantle pump remove impeller (through-bolt) with seal unit. Draw

off pulley (Woodruff key) and extract spring ring retaining outer bearing in housing. Support housing and press out shaft and ball bearings, with distance-piece between inner races. Bearings are interchangeable.

When reassembling, press inner bearing on to shaft against spring ring, followed by distance-piece and outer bearing (both bearings must have seal outwards). Fit rubber thrower ring on shaft behind inner bearing, and press assembly into impeller and, before fitting impeller, smear jointing compound in bore and on through-bolt. If this is not done, water tends to leak along shaft.

When refitting fan note that balancing plate (if fitted) has 1/8in hole which must correspond with similar hole in fan.

Adjust fan belt by swinging dynamo until there is about 3/4in movement either way on vertical run of belt.

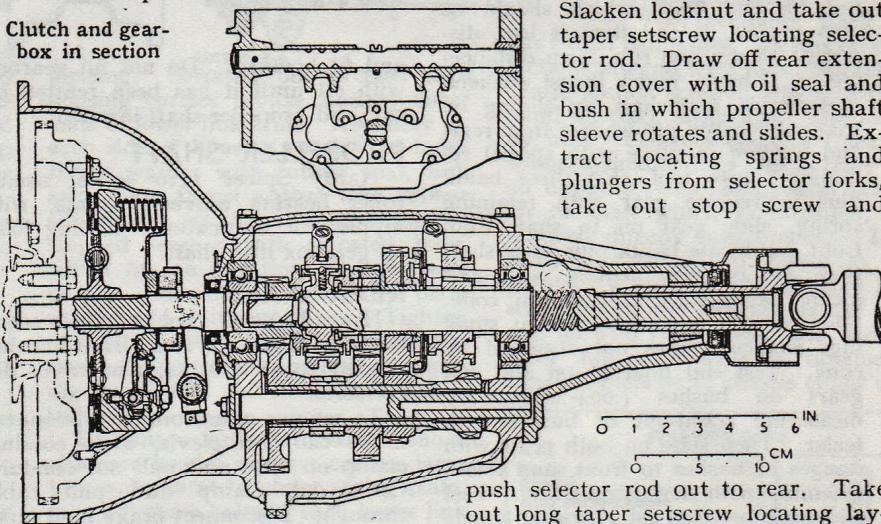
TRANSMISSION

CLUTCH

Borg & Beck single dry plate. Graphite thrust release bearing. Only external adjustment is on pull rod by nuts and locknuts to give 1/4in free movement at pedal pad.

Access to clutch for service after removal of gearbox. Clutch assembly is balanced, and must be refitted so that numbers stamped on cover and fly-wheel correspond.

Clutch and gearbox in section



GEARBOX

Three-speed, all synchromesh, all helical gears except reverse. Steering column control with separate links for 1st/reverse and top/2nd selectors. Gearbox is "handed" according to position of steering wheel and control linkage.

Gearbox is same as on Standard Vanguard except that primary shaft has smaller splines, mainshaft is shorter, clutch fork is smaller and clutch cross-shaft has lever welded on instead of located by setscrew.

TRANSMISSION DATA	
CLUTCH :	
Make ...	Borg & Beck
Type ...	7½ A6-G
Springs : No. ...	6
colour ...	Yellow
free length ...	2.255in
Centre springs : colour ...	Light green and violet
Linings : thickness ...	1/16in
dia. ext. ...	7½in
dia. int. ...	5in
GEARBOX :	
No. of speeds ...	3
Final ratios : 1st ...	18.14
2nd ...	8.58
Top ...	5.125
Rev. ...	21.06
Crown wheel/bevel pinion teeth	41/8

To remove gearbox jack up rear of car as high as possible, drain oil from gearbox, disconnect rear end of propeller shaft and draw shaft out of gearbox. Disconnect exhaust pipe from manifold, and disconnect brake and clutch linkage (on right-hand-drive cars detach clutch linkage bracket from rear mounting cradle). Support engine and detach cradle from rear mountings and body floor. Lower engine as far as possible and remove twelve 5/8in nuts and two 3/4in fitted bolts round bell-housing flange. Draw gearbox back and lower to floor.

When offering up gearbox to engine on reassembly, use propeller shaft or spare sliding joint yoke to turn shaft to engage with clutch plate. Gearbox mainshaft does not project far enough for turning by hand.

To dismantle gearbox detach top cover and extract clutch cross-shaft (shaft and fork located by setscrews).

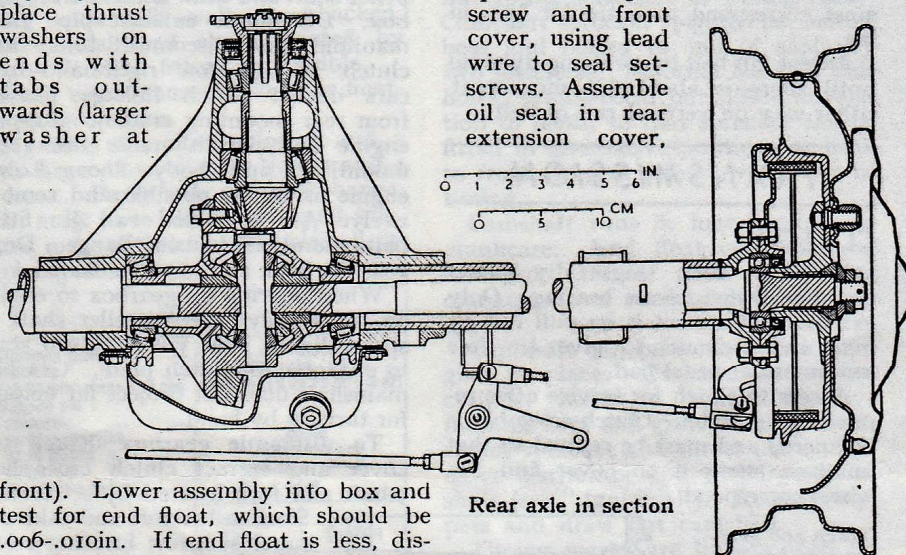
Slacken locknut and take out taper setscrew locating selector rod. Draw off rear extension cover with oil seal and bush in which propeller shaft sleeve rotates and slides. Extract locating springs and plungers from selector forks, take out stop screw and

push selector rod out to rear. Take out long taper setscrew locating layshaft and reverse spindles, and detach layshaft front cover. Using special tool or a piece of tubing 3/4in O/D, 5 1/4in long, tap out layshaft spindle to rear. Tubing will keep rollers in place.

Detach front bearing cover and draw out primary shaft with ball bearing and floating spigot bush. Extract spring ring and washer, and press ball bearing off primary shaft. Tap or draw mainshaft to rear and slide off top/2nd gear synchro unit. Extract spring ring, draw off ball bearing and lift mainshaft assembly out through top.

If puller is not available, mainshaft can be dismantled before removal. Extract spring ring from front end of shaft, and draw off 2nd gear and bush, 1st gear and bush, recessed thrust washer, 1st gear female cone, reverse gear with three baulk pins and retaining spring. Lift layshaft cluster from bottom of box. Reverse gear pinion integral with layshaft, other gears pressed on splines, with distance-piece between 2nd and constant mesh gears.

To reassemble gearbox fit reverse idler gear with thrust washers, selector interlock, levers and shafts in box. Insert needle roller locating rings in bore of layshaft cluster. Stick 24 needle rollers in place in each end with thick grease, followed by outer locating rings. Insert dummy layshaft, and place thrust washers on ends with tabs outwards (larger washer at



front). Lower assembly into box and test for end float, which should be .006-.010in. If end float is less, dismantle cluster and rub down distance-piece. If more, renew thrust washers.

Assemble mainshaft by sliding on triangular baulk pin washer from rear, and holding in place with special retaining sleeve tool. Fit three baulk pins in reverse gear with retaining spring, slide gear on to shaft from front and locate baulk pins in washer, slide on 1st gear female cone and locate baulk pins in holes in cone. Slide on thrust washer so that small lugs engage splines not occupied by cone. Test end float of 1st and 2nd gears on bushes (.004-.006in) by measuring stand-out of bushes with feeler. Then slide on both gears with flanges of bushes to front, and retain assembly with new spring ring. Test clearance between 1st gear and female cone, which should be .065-.070in.

Insert mainshaft assembly into box and assemble top/2nd synchro unit with large boss to front. Before assembly, synchro unit should be tested with spring balance for axial load necessary to shift sleeve, which should be 19-21 lb. Load can be corrected by shims under ball springs (about seven under each spring).

Slide off baulk pin washer retaining tool and slide on mainshaft ball bearing, pulling it into place with special puller. If this is not available, bearing should be pressed on to shaft

beforehand, and mainshaft gears assembled in box.

Assemble primary shaft and bearing in box with spigot bush (countersunk end towards mainshaft). Fit front cover with oil seal (lip inwards), using pilot to guide it over splines. Slot in front cover should be horizontal to off side. Seal setscrews with lead wire.

Before assembling selector forks and rod in box, test forks for axial load (22-26 lb, measured by spring balance). Normally grub screws should be flush with top of forks. Assemble forks and thread in rod from rear so that set-screw hole lines up.

Using taper-ended pilot, pick up layshaft cluster, and follow through with layshaft spindle, ejecting dummy spindle and pilot. Fit locating set-screw and front cover, using lead wire to seal set-screws. Assemble oil seal in rear extension cover,

and fit housing. Do not fill gearbox with oil until it has been refitted on car, and propeller shaft inserted.

PROPELLER SHAFT

Hardy Spicer 1110 series, needle roller bearing universal joints, with nipples for lubrication. Sliding joint on gearbox mainshaft.

REAR AXLE

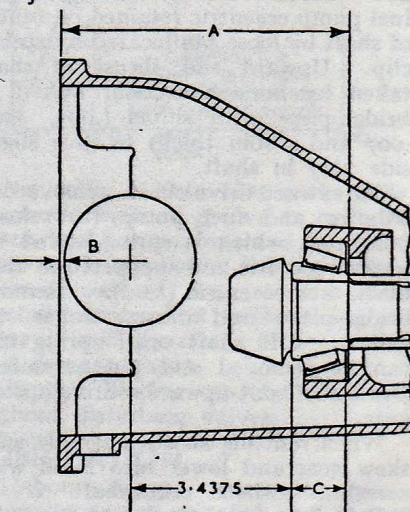
Hypoid bevel final drive, semi-floating shafts. Final drive housing riveted to axle tubes, rear cover detachable.

To remove axle from car disconnect brake cable at clevis, undo conduit clamp on axle and pull out conduit. Open out clamp and pull cable through. Disconnect brake fluid pipe, shock absorbers and rear end of propeller shaft. Jack up rear of car and undo spring U-bolts. Axle can then be passed out sideways through springs.

Hub flanges splined on ends of axle shafts and retained by nuts with thick washers and slotted cones. Half-shafts interchangeable, splined in differential at inner ends. Outer ends of half-shafts carried in ball bearings spigoted half in axle tube ends and half in bearing covers, with lipped oil seals (lip inwards), bolted up with brake back-plates.

To withdraw shaft, draw off hub and remove brake backplate assembly. Tap bearing cover flange round until corners can be tapped outwards, and shaft and bearing withdrawn.

Bevel pinion shaft carried in taper roller bearings pressed into final drive housing from front and rear. Distance-piece between inner races. Shims (.003, .005, .010in) between distance-piece and inner race of front bearing for bearing adjustment. Shims (.003, .005, .010in) between outer race of rear bearing and housing for mesh adjustment.



Set pinion for mesh by calculating thickness of shims. Measure distance from abutment face of rear pinion bearing outer race to rear face of final drive housing (A in diagram). Then measure distance from rear face of final drive housing to differential bearing outer race (B) and add to it radius of differential bearing (1.422in). Subtracting this figure from A will give distance from crown wheel centre to pinion bearing abutment.

Measure depth of pinion rear bearing under hand pressure (C), and add this to theoretical dimension from crown wheel centre to back of pinion (3.4375in). Subtracting this figure from previous total gives thickness of shims required. Formula: $A - (B + 1.422) - (C + 3.4375)$.

Assemble pinion in bearing with original bearing shims without oil seal. Tighten driving flange nut and test bearings, which should have 4-6 lb/in drag, oiled.

Crown wheel spigoted and bolted by ten setscrews to flange of one-piece differential cage. Side bevel gears run directly in cage. Planet bevel pinions run on spindle retained by pin inserted from nearside and locked by dot-punch. On later axles side bevel gears have flat thrust washers, and planet bevel pinions have spherical washers.

Differential assembly carried on taper roller bearings in split housings with shims (.003, .005, .010in) between inner races and cage, for bearing and mesh adjustment. Install differential assembly *without shims and with bevel pinion removed*, and mount dial

gauge on final drive housing with button against a crown wheel setscrew. Move differential assembly to one side of housing with lever, and set gauge to zero. Lever assembly over to other side and note gauge reading (X). This figure indicates play in bearings, and thickness of shims needed to take up play. Add .004in to total to give 8 lb/in preload. This total must be adjusted to obtain correct crown wheel mesh.

After installing bevel pinion, reassemble differential, again without shims, lever away from pinion, set indicator to zero, and lever assembly towards pinion. Note reading (Y). This figure minus .005in for tooth clearance indicates thickness of shims to go behind crown wheel side bearing. Remainder of shims from total (X + .004in) go behind offside bearing.

When assembly is complete, check for backlash (.004-.006in). Change shims from one side to other of differential bearings if necessary. Backlash will be changed about $\frac{2}{3}$ thickness of shims changed.

CHASSIS

BRAKES

Lockheed hydraulic. Two leading shoe front brakes with separate cylinder for each shoe. Rear brakes have single floating cylinder incorporating bell-cranks for handbrake operation through transverse linkage from compensator. Two-stage cable with relay lever between hand lever and compensator.

Micram adjuster on each wheel cylinder, with slotted head reached through hole in brake drum *after removal of wheel*. Apply brakes hard to position shoes in drums, jack up car, remove wheel, turn adjuster clockwise until shoe touches drum, then back off one notch. Note *two* adjusters for each front wheel. No separate adjustment for handbrake.

BRAKE DATA	
Drum diameter	8in
Lining: length	7 $\frac{1}{2}$ in
width	1 $\frac{1}{2}$ in
thickness	$\frac{7}{8}$ in
No. of rivets per shoe	10

REAR SPRINGS

Semi-elliptic. Silentbloc rubber bushed anchorages, loose rubber shackle bushes with shouldered bolts. Tighten fully with weight of car on springs. Spring centrebolts offset towards front.

	SPRING DATA				
	Front	Rear			
Length (eye centres, laden)	—	43 $\frac{1}{2}$ in*	45 $\frac{1}{2}$ in*	45 $\frac{1}{2}$ in*	45 $\frac{1}{2}$ in*
Width	—	1 $\frac{1}{2}$ in	1 $\frac{1}{2}$ in	1 $\frac{1}{2}$ in	1 $\frac{1}{2}$ in
No. of leaves	—	10	10	10	8
Free camber (approx.) (length, coil)	12.25in	6 $\frac{1}{2}$ in	6 $\frac{1}{2}$ in	5in	6 $\frac{1}{2}$ in
Loaded camber (length, coil)	8.5in	$\frac{1}{2}$ in neg.	1 $\frac{1}{2}$ in neg.	1 $\frac{1}{2}$ in neg.	zero
At load	890 lb	690 lb	690 lb	690 lb	690 lb

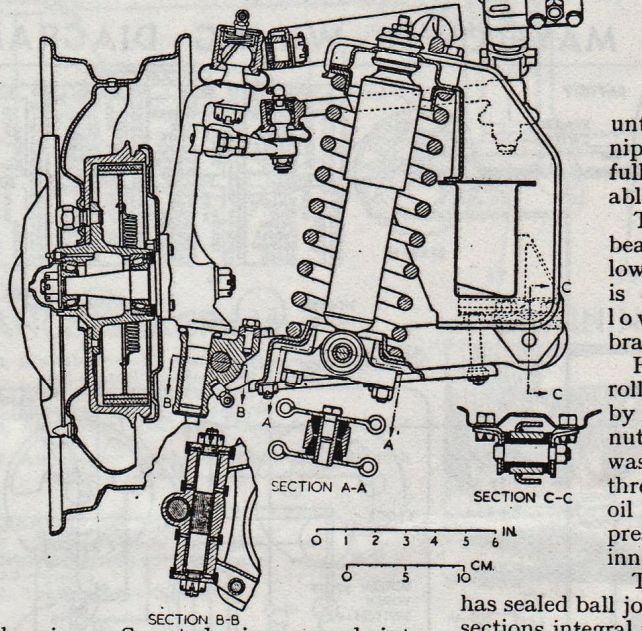
* Centrebolt offset to front. Front eye to centrebolt 20 $\frac{1}{2}$ in on all springs.

FRONT SUSPENSION

Independent, with coil springs and double wishbone links. Inner pivots of upper and lower links have loose rubber bushes. Stub axle pins spigoted in wheel carrier arms and retained by nuts. Complete suspension assembly is symmetrical and interchangeable from side to side except for steering arms.

Upper end of each wheel carrier arm terminates in ball pin working in sealed ball socket bolted through both arms of upper wishbone.

Lower end of each wheel carrier arm threaded, working in bronze swivel



To dismantle suspension assembly remove spring and shock absorber, disconnect brake fluid pipe, and track rod from steering arm. Undo nut inside upper link, holding upper ball joint to two halves of upper link. Detach lower link inner pivot brackets from chassis and remove wheel carrier arm and lower link assembly.

When reassembling wheel carrier arm in lower swivel housing, screw in

Front suspension with hub in section. Scrap sections show inner and outer lower link bearings, and lower shock absorber mounting

until rubber seal is just nipped, and back off until full movement is available.

Tighten inner pivot bearing nuts (upper and lower) when weight of car is on springs. Tighten lower inner pivot brackets to chassis last.

Hubs run on taper roller bearings. Adjust by tightening castellated nut fully against D-washer and backing off three castellations. Felt oil seals in retainers pressed into hubs outside inner bearings.

Three-piece track rod has sealed ball joints. Sockets on outer sections integral with rods. Sockets on centre section screwed left- and right-hand for track adjustment, and locked by nuts. Centre section of track rod connects double drop arm to relay arm on opposite side. Relay arm pressed on to shaft which is threaded, and screwed directly into bracket. Later arms spot-welded to shafts at two points. When assembling relay arm, screw shaft into bracket as far as it will go with rubber seal, and back off until full movement is obtainable. Bracket bolts on to chassis either way.

STEERING DATA	
Castor	0 deg
Camber	2 deg
King pin inclination	7 deg
Toe-in	0- $\frac{1}{2}$ in
No. of turns lock to lock	2 $\frac{1}{2}$

STEERING GEAR

Bishop cam and lever, type T.

To remove gear from car, remove radiator core, dynamo, coil and bracket, and dipstick. Disconnect petrol suction pipe from pump, and track rods from drop arm. Disconnect gear change links by removing upper eyebolts from levers. Detach column draught excluder plate and rubber. Remove dash bracket support eyebolt and upper half of clamp. Disconnect column wiring at push-in connectors,

extract control tube and draw off steering wheel. Detach gear lever (pivot pin retained by spring ring), slacken clamp and pull gear change column bracket off column. Take out single bolt holding steering box bracket to chassis (do not detach box from bracket), pull steering gear forward as far as possible and lift out.

If replacement steering gear is fitted, attach box to bracket loosely, and tighten column support clamp U-bolt first, then single bolt to chassis, and finally nuts holding box to bracket.

Cam and lower end of column carried in cup-and-cone caged ball bearings. Adjust for end play by

shims under lower cover (.0024, .005, .010in). Split felt bush supports upper end of column. If ball bearings are to be renewed, ball cage on column end of cam must be split, as it will not pass over upper end of column. Replace caged balls by 14 $\frac{3}{32}$ in loose balls.

Lever shaft runs directly in box. Adjust end play and mesh of peg in cam by setscrew and locknut in top cover.

SHOCK ABSORBERS

Girling telescopic hydraulic, front type DAS 3/7, rear DAS/6. No attention needed.

GENERAL DATA	
Wheelbase	7ft 0in
Track : front	3ft 10in
rear	4ft 1in
Turning circle	34ft 0in
Ground clearance	7in
Weight (dry)	18½ cwt
Tyre size	5.50-15
Overall length	13ft 0in
Overall width	5ft 2in
Overall height	5ft 2in

BODY DETAILS

For access to instrument wiring detach millboard trim panels on either side of panel, and detach moulded cover (four thumb-nuts behind). Disconnect oil gauge pipe and speedo drive, and choke and starter wires at engine end. Pull out knobs and wires, and detach inner panel (six screws and cage nuts), taking care not to damage temperature gauge tubing.

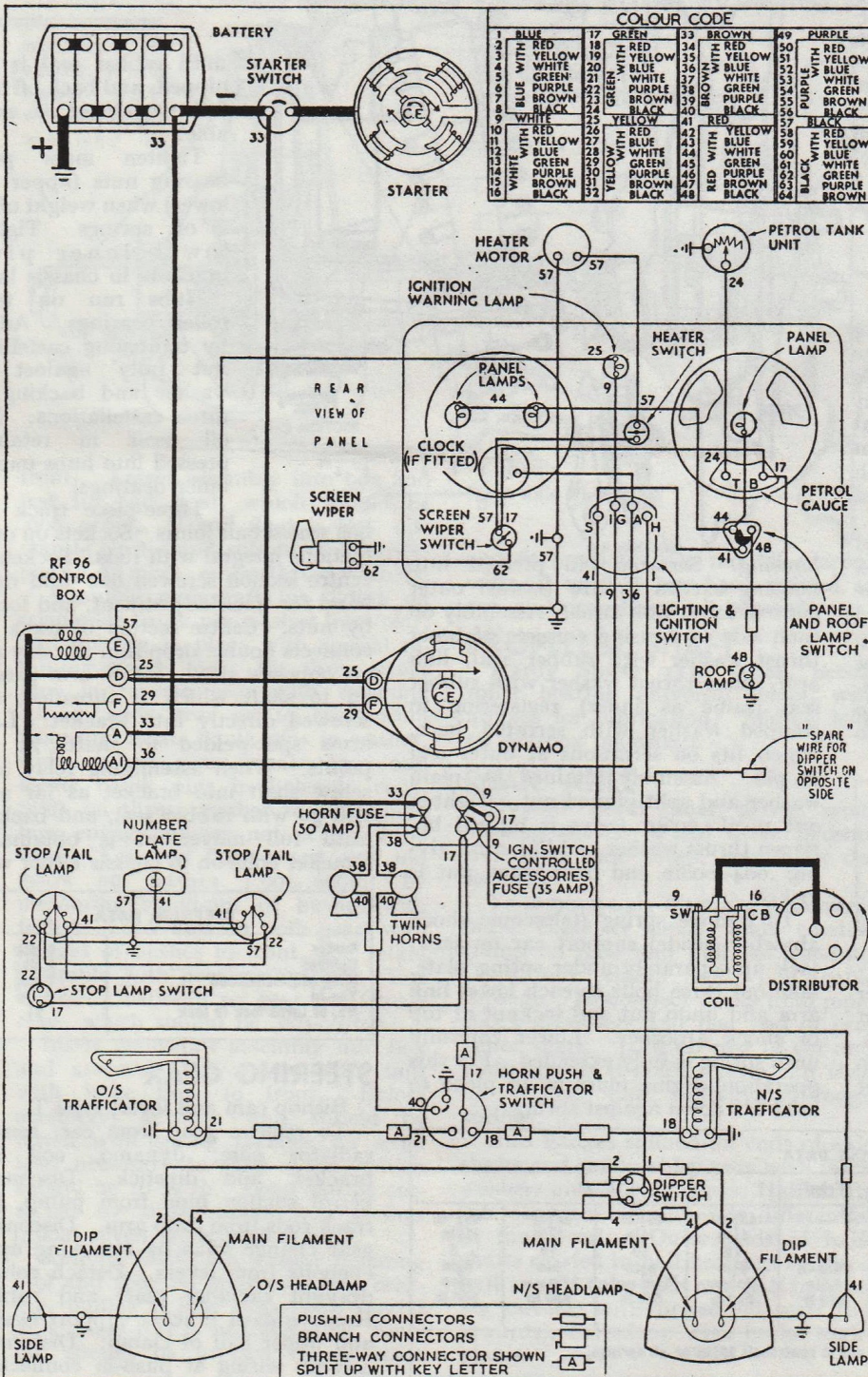
Screenwiper drive accessible after removal of inner instrument panel.

Petrol tank integral with floor of boot. To remove disconnect filler hose, wire from gauge at tank unit, and suction pipe (below). Take out 18 setscrews round edge and lift out tank.

TRAILER ATTACHMENT

Bumper brackets strong enough to take proprietary towing fixture. Towing capacity 14-18 cwt.

TRIUMPH MAYFLOWER WIRING DIAGRAM

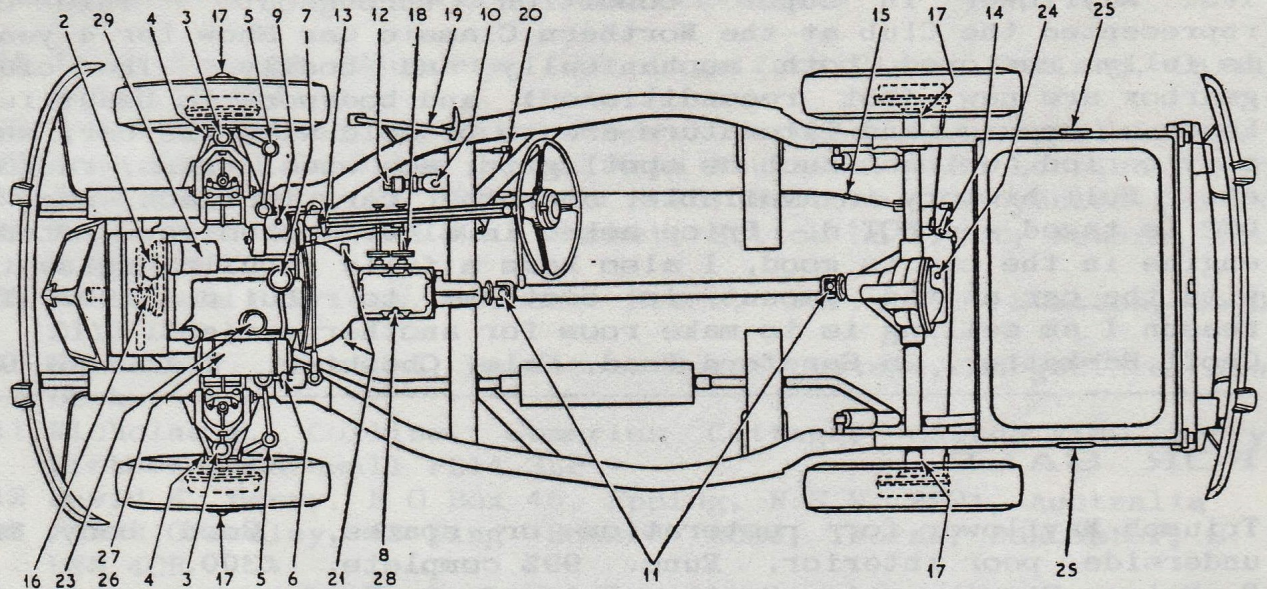


ELECTRICAL DATA		
Lucas Equipment		
	Model	Service No.
Dynamo : early	C39PV	22250F
later	C39PV	22258A
Starter : early	M35G-1	25034
later	M35G-1	25022E
Starter switch	ST19/1	764401
Lighting and ignition switch	PRS2	31194
Control box : early	RF96/2	37048A
later	RB106-1	37138A
Battery	GTW7A	—
Distributor	DKYH4A	40232
Coil	Q12	45020
Headlamps : early	N/S	F700MK3
O/S	F700MK3	30835
block lens	F700MK3	50949
Side lamps	489	52139
Stop/tail lamps	488	53211
Number plate lamp	467/2	53093
Trafficators	SF34N	54039
Screenwiper	CR5	75064
Horns : high note	WT614	69012
low note	WT614	69011
Fuse box : early	SF4	37134A
later	SF6	37132A

BULBS			
	Voltage	Wattage	Lucas No.
Headlamps :			
home n/s	12	36/36	300
home o/s	12	36	162
double dip.	12	42/36	354
export r.h.d.	12	36/36	300
export l.h.d.	12	36/36	301
Side lamps	12	6	989
Stop/tail lamps	12	6/24	353
Number plate lamps :			
either	12	6	989
or	12	4	994
Ignition warning and panel lamps	12	2.2	987
Trafficators (festoon)	12	3	256
Interior lamp (festoon)	12	6	254

FUSES		
Accessories	35 amperes	FA35
Horns	50 amperes	FA50

TRIUMPH MAYFLOWER MAINTENANCE DIAGRAM



KEY TO MAINTENANCE DIAGRAM

EVERY 200 MILES

- 1. Engine sump } Top up
- 2. Radiator

EVERY 1,000 MILES

- 3. King pin bearings (4)
- 4. Front suspension outer pivots (4) } Grease gun
- 5. Steering ball joints (6)
- 6. Steering relay arm pivot (1)

EVERY 2,500 MILES

- 7. Engine sump—Drain and refill
- 8. Gearbox—Top up

EVERY 5,000 MILES

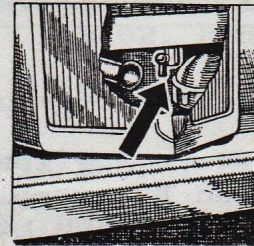
- 9. Steering box } Top up
- 10. Brake fluid reservoir
- 11. Propeller shaft universal joints (2) } Grease gun (chassis grease)
- 12. Pedal pivots (2)
- 13. Gear change selector (base of column) (1)
- 14. Handbrake compensator (2)
- 15. Handbrake cable—Grease gun (cable grease)
- 16. Water pump bearings (1) } Grease gun (bearing grease)
- 17. Wheel hubs (4)
- 18. Gear change linkage
- 19. Handbrake lever
- 20. Control linkage
- 21. Clutch cross-shaft
- 22. Door locks, hinges, bonnet catches } Oil can

- 23. Distributor—Oil shaft bearing, auto advance and contact breaker pivot. Grease cam
- 24. Rear axle—Drain and refill
- 25. Rear springs—Clean and oil
- 26. Air cleaner (oil-wet)—Clean in petrol and re-oil
- 27. Air cleaner (oil-bath)—Clean and refill with engine oil

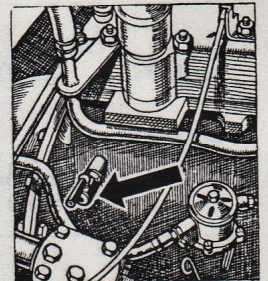
EVERY 10,000 MILES

- 28. Gearbox—Drain and refill
- 29. Dynamo—Refill lubricator with H.M.P. grease
- 30. Trafficators—Oil can

DRAINING POINTS



Radiator drain tap on near side



Cylinder block drain tap on offside rear of block. To drain heater put control to "hot"

FILL-UP DATA

		Litres
Engine sump	6 pints	3.4
Gearbox	1 1/2 pints	.7
Rear axle	1 1/2 pints	.8
Cooling system	12 pints	6.8
extra for heater...	1 pint	.6
Fuel tank	9 gallons	41
Tyre pressures : front		20 lb
rear		25 lb

RECOMMENDED LUBRICANTS (HOME)

	Price's	Shell	Esso	Duckham's	Vacuum	Wakefield	
Engine	Summer	Energol S.A.E. 30	Double Shell	Essolube 30	NP Thirty	Mobiloil A	Castrol XL
	Winter	Energol S.A.E. 20	Single Shell	Essolube 20	NP Twenty	Mobiloil Arctic	Castrolite
Gearbox	Energol S.A.E. 30	Double Shell	Essolube 30	NP Thirty	Mobiloil A	Castrol XL	
Rear axle	Energol EP S.A.E. 90	Spirax 90 EP	Esso Expee Compound 90	Hypoid 90	Mobilube GX 90	Castrol Hypoy	
Steering box, Propeller shaft	Energol EP S.A.E. 140	Spirax 140 EP	Esso Expee Compound 140	XS-Press 140	Mobilube GX 140	Castrol Hipress	
Wheel hubs, Water pump...	Belmoline C	Retinax RB	Esso Grease	HBB Grease	Mobil Hub Grease	Castrol Heavy	
Chassis nipples	Belmoline C	Retinax C	Esso Grease	Laminoid Soft	Mobilgrease No. 4	Castrol GL	
Rear springs	Penetrating Oil	Donax P	Penetrating Oil	Laminoid Liquid	Mobil Spring Oil	Castrol Pen. Oil	
Brake cables	Belmoline CG	Retinax C	Graphite Grease	Keenol KG 16	Mobil Graphited Grease	Castrol Cable Grease	
Upper cylinder lubricant	Energol U.C.L.	Donax U	Essomix	Adcoids	Mobil Upperlube	Castrollo	
Brake fluid reservoir						Lockheed Orange Brake Fluid	

FOR SALE

1951 Mayflower in super condition throughout. This car has represented the Club at the Northern Classic Car Show for 4 years. It is fully restored both mechanically and bodily. The clutch and gearbox are new (not reconditioned) and bodywork is beautiful. Loads of spares, and literature are to be sold with the car, which has many period 'extras' such as spotlights, ace wheel trims, radio, clock etc. Full history is available, and the car, in black, reg. no. EJA 972 is taxed and MOT'd. Price asked is £1400 inclusive. Although the engine in the car is good, I also have a fully rebuilt engine for sale with the car at the amount is cost me to rebuild. £90. The only reason I am selling is to make room for another project.
Geoff Basketter, 25 Sandford Road, Sale, Cheshire. Tel: 061-973-0176

FOR SALE

Triumph Mayflower for restoration or spares. Good body, mediocre underside, poor interior. Runs. 99% complete. £300.
R. Price, Strathmartine Castle, Bridgefoot, Dundee.
Tel: Blairgowrie 4461

FOR SALE

1952 Triumph Mayflower reg. no. LVC 911. Good condition. Engine dismantled but complete. Genuine reason for selling. £700 ono.
Harry Conner, 555 Stapleton Road, Eastville, Bristol BS5 6SQ

FOR SALE

Mayflower, in semi abandoned condition. For further information contact : Alan Collis, C.T.Autos, Riverside Rd, Shoreham by Sea.
Tel: 454858. Thanks to Alan Bonnick for spotting this on his holiday.

LETTERS TO THE EDITOR

Dear Sir,

I am writing to you having recently acquired a 1953 Triumph Mayflower reg. no. RLG 827. I am in need of help and advice in two areas. As I intend to restore the car to its original condition I am in need of a workshop manual, either to borrow or to buy. This will assist me in the rebuild hopefully to have the car on the road sometime in the next months. Also I need some advice on re-registering the car. Having read accounts of difficulties encountered with Swansea and their possible reluctance to re-register the vehicle with its original number, I really need some guidance as to how to go about registering the vehicle with its original number. All help would be gratefully received.

Yours faithfully, David Mather (member no 535), 52 Kelso Road, Kensington, Liverpool 6 3AQ. Tel: 051-260-8862

P.S. If there is anybody in the North, who would let me have a look at their car or just maybe have a chat about the Mayflower, I would be more than pleased if they would contact me.

WELCOME TO NEW MEMBERS

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RE-ENTRY

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CHANGE OF ADDRESS

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LETTER TO THE EDITOR

Dear Ed,

I noticed in one of the previous Flower Powers that a member was asking if any other member had had a Mayflower for more than 17 years. My Mayflower was purchased new on the 1st April 1953 and has been owned by me for 35 years. I thought this might be of interest to the Club. I still use it some months of the year but I also have a Cortina 1600E which I have had from new since Christmas 1969.

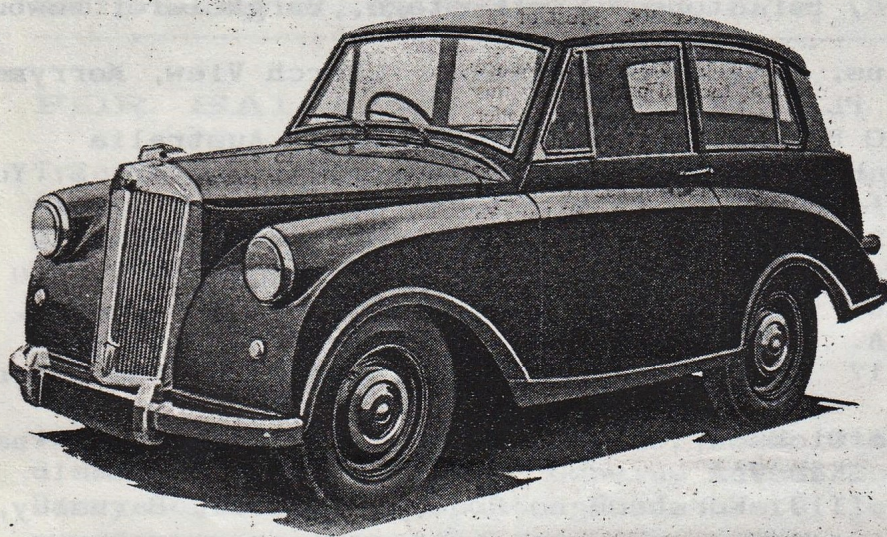
E. R. Dix, Jersey

Note: Any other members had their car from new? Ed.

BUYING A USED CAR

On this page is abbreviated a Test Report on a car conducted by the Automobile Association for one of its members. We submitted the facts to a qualified service engineer well acquainted with the particular model concerned and in the text below he shows the cost of making the car fully reliable if (a) the work is undertaken by a garage or (b) done by a competent private owner. Reference is made in the Test Report only to assemblies and components found to be in an unsatisfactory condition.

No. 2—Triumph Mayflower



FIRST REGISTERED—1953
 RECORDED MILEAGE—33,621
 PRESENT VALUE—about £435

THE service manager of a big Standard distributors once remarked with feeling that it was just as well the entire Standard output did not consist of Triumph Mayflowers, for this model was proving itself to be so reliable that it would have put his service department out of business. Even allowing for a degree of bias, it is certain that this car has acquired so high a reputation for trouble-free running that used examples are in considerable demand in spite of the fact that production ceased in 1953.

This particular car is therefore a late model, and its recorded mileage may well be its true mileage. From the list of repairs recommended by the Automobile Association, it will be seen that nothing very vital is required, or very expensive. The only major mechanical component that needs to be replaced is the propeller shaft front universal joint, and even though this work is carried out by a garage it will cost only £3 10s. or so providing that all goes smoothly. It should, perhaps, be stressed at this point that such estimates can only be approximate, for the major cost in carrying out any repair work these days is the labour charge, which of course depends directly on the number of man-hours needed to carry out the operation. A component which has been in regular use for three years or more may behave itself and come apart without trouble, or it may prove to have welded itself together with corrosion in which case a whole morning can be rapidly absorbed by the dismantling of some quite minor unit. It is for this very reason that the unit replacement system has been gaining ground so rapidly since the war.

TEST REPORT

COACHWORK

Condition of paint—Serviceable but dull in places.
 General comment on bodywork—The general condition of the bodywork is commensurate with age but the front floor carpet is patched on the nearside. The chrome plate of the radiator shell is scratched and worn. The starting handle aperture door is a little distorted. The head lining is slightly soiled.

ENGINE

Signs of knocking (if any)—Some small end tap is audible at idling speed but not sufficient to warrant attention at this stage.
 Are there any external defects?—The underside of the engine is dirty and oily.
 Any general comment?—This unit is considered to be capable of a further period of service. The exhaust tail pipe is eroded but serviceable at present.

ELECTRICAL EQUIPMENT

Does the horn function?—Not the offside unit.
 Does screen wiper function?—No.
 Condition of lamps and wiring—Lamps sound but head lights short circuited during examination.
 Does lighting installation function?—Yes, except the rear index light and head lights (see above).

TRANSMISSION SHAFT

Condition of shaft bearings and joints—The front joint is worn, otherwise serviceable.

BACK AXLE

Is there any undue leakage of oil?—Yes, from the nearside rear hub.

STEERING GEAR

The steering column stator tube requires tightening.
 Was steering satisfactory on road test?—Yes. Some wear is present in the idler unit and steering box but not sufficient to warrant attention at the present.

COOLING SYSTEM

External condition of connections—By-pass hose kinked.
 Is pump or impeller functioning?—Yes, but should be checked, engine temperature high on road test.

BRAKES

Functioning of brakes (foot)—Pedal requires pumping to eliminate undue travel.
 Functioning of brakes (hand)—Requires adjustment.

RUNNING OF CAR

Quietness of running—Slight rattle from nearside front seat and steering column stator tube.

TYRES

N/S front tread	.. .. .	50% wear
O/S front tread	.. .. .	50% wear
N/S rear tread	.. .. .	As new
O/S rear tread	.. .. .	As new
Spare	Worn smooth on outer section of tread.	

Essential Preliminary

The oil seal for the near-side half-shaft must be replaced, for otherwise any attention to the brakes will be negated by oil leaking onto the new linings. Replacement of the seal by a garage will cost about £1 10s.

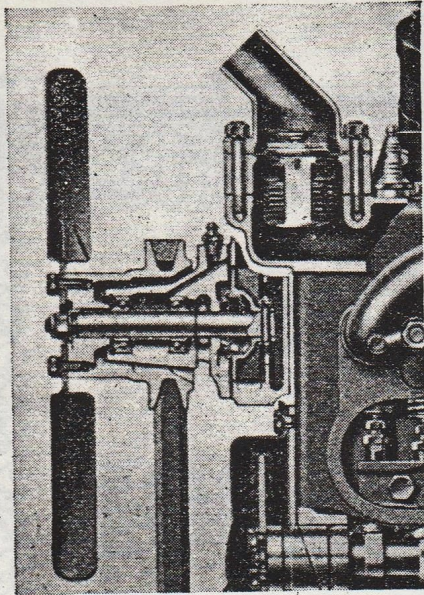
It will be recalled that the engine

Repairs Recommended by A.A. Engineer

Attend to body defects as desired. Replace the spare tyre. Rectify electrical defects. Overhaul front transmission shaft joint. Eliminate oil leakage from

nearside rear hub. Tighten steering column stator tube. Check cooling system. Put the brakes in order. Eliminate rattles. Service car throughout.

BUYING A USED CAR



In the Mayflower engine the thermostat is reached by removal of the top water outlet, after lowering the water level in the radiator. The water pump can be seen here on the inner end of the fan shaft.

temperature was high when the car was road tested. As a first step the radiator should be flushed out thoroughly and its core checked for leaks. If these attentions do not cure the trouble, a new water pump will be needed. The thermostat may also require replacement, but even though both these items are changed, the total cost of the overhaul by a garage should not much exceed £6 6s. 6d.

The brakes obviously require urgent attention to make the car roadworthy. Should the master cylinder only require replacement, then the job should cost about £6 17s. 6d., including cleaning the brake shoes, bleeding and balancing the system and adjusting the handbrake.

Should all the brake shoes also require relining, then the cost of overhauling the braking system would be increased to about £12 10s.

The electrical system also requires some sorting out. The non-functioning of the off-side horn may be the result of a loose connection, a blown fuse or the horn itself may be defunct, and the same

of course applies to the out-of-work windscreen wiper. The wiring for the head and side lamp circuits also requires a thorough going over. Even should a new horn unit and a new wiper motor be needed, the total cost should not exceed about £11 9s. 6d.

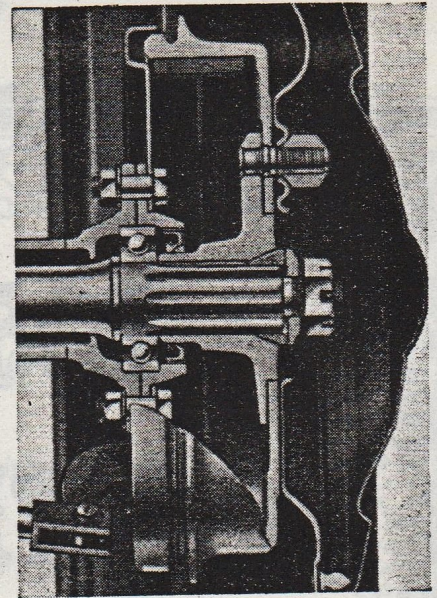
A new cover for the spare wheel will cost £7 3s., and a thorough hunting down of rattles and general servicing and lubrication a further £3, bringing the total cost of the restoration to about £36 16s. 6d.

Should the new owner of the Mayflower decide to carry out the work himself, then he will require a copy of the Service Instruction Manual for the car which can be obtained from Standard-Triumph dealers price 30s. Most of the replacement parts required are obtainable on an exchange basis, an allowance being made for the old part. Under this system, a replacement front propeller shaft bearing will cost £1 9s. 2d.

A new oil seal for the near-side half-shaft can be obtained for 4s. 1d. To get at the oil seal, the rear hub will have to be removed. A special hub remover (Part No. M.86) and a tool for withdrawing and replacing the oil seal (Part No. M.29) were produced by V. L. Churchill, Ltd., to facilitate these operations, but the tools are now obsolete and no longer obtainable, although it may be possible to borrow them from a local Standard-Triumph dealer.

The cost of a replacement water pump is £3 15s., should tests show one to be required, and a thermostat costs 17s. 6d. The thermostat valve should begin to open at a temperature of between 149 and 158 deg. F. and should be fully open at 176 deg. F. Its operation can be checked by placing the thermostat in a bowl of water and watching to see whether the valve opens when the water reaches the required temperature as shown by an accurate thermometer.

To bring the brakes back into effective working order, a replacement master cylinder costing £1 16s. 3d. will be required, and relined brake shoes may also be needed. These, too, are obtainable on an exchange basis at a cost of £1 9s. a pair, so that new shoes for all

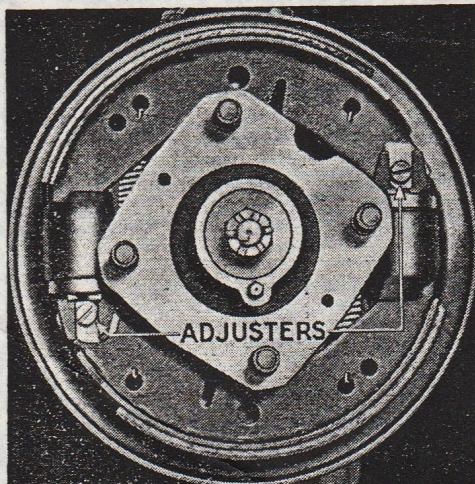


Special tools, as described in the text, are needed to extract the hub and oil seal, which in this drawing lies to the right of the shaft bearing race.

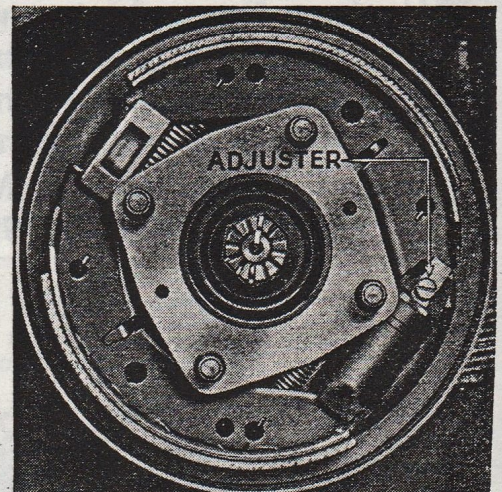
four wheels will cost a total of £5 16s.

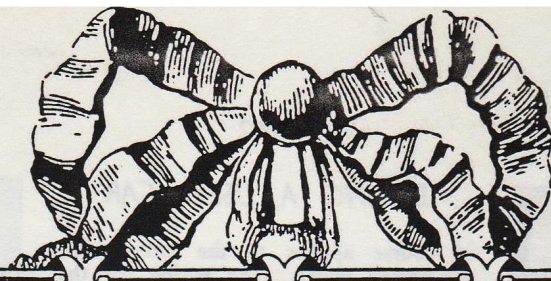
If it is found that the failure of the off-side horn to work is not the result of a loose connection or a blown fuse, then check the tightness of the fixing bolt. Provision is also made for taking up wear, and this adjustment should be tried before the decision is taken to obtain a replacement horn on an exchange basis at a cost of £1 12s. 6d. The connections to the windscreen wiper motor should also be checked and the commutator cleaned before the motor is condemned. It may be found that the motor itself is working but is not transmitting its motion to the wiper spindles, in which case the guides for the cross-head should be lightly smeared with medium-grade engine oil. Should all these attentions have no effect, a replacement wiper motor will cost £3 12s. 6d.

Even should these electrical units have to be replaced and all the brake shoes renewed, the total cost of overhauling the car, if the owner does all the work himself, will amount to £23 9s., which sum includes £7 3s. for a new tyre.



These photographs show (left) the front and (right) the rear brake layout of the Mayflower. A single adjuster is used on the leading-and-trailing-shoe rear brake, and two adjusters on the two-leading-shoe front brake. Particular care must be taken to hook the pull-off springs through the correct holes in the shoes when re-assembling.

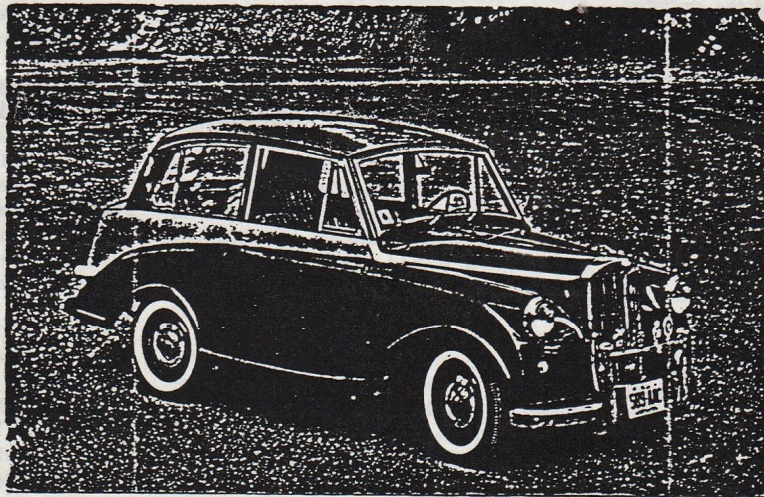




1953 TRIUMPH MAYFLOWER SALOON



Manufactured by The Standard Motor Company Limited
Canley, Coventry, Warwickshire, England



This car, originally purchased by Eleanor Funk of South Hampton, Long Island, was lovingly called Samantha. Samantha was ordered from Fergus Motors with the ivory accent stripe to match Eleanor's Razoredge Rolls. Samantha was used to drive to and from the mailbox at the entrance to the Funk Estate. The car was owned for many years by the curator of the Henry Ford Museum. It has 36,000 original miles. 500 Mayflowers were built with left hand drive for export to the United States. No census of the model is known to exist.

SPECIFICATIONS:

- Flathead four cylinder engine displacing 1247 cc.
- 38 BHP at 4200 rpm
- Top Speed 60 mph
- Cruising speed 45 mph
- Overall length 12' 10"

Owner: Mark Norris, Orlando, Florida