TRIUMPH MAYFLOWER CLUB

(MEMBERSHIP) WORLD WIDE

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1989-90

CHAIRMAN & CLUB SECRETARY	Terry Gordon 12 Manor Close Houghton, Preston Lancashire PR5 0EN Tel: (0254) 853469
VICE CHAIRMAN & RALLY SECRETARY	John Oglesby 33 Wroot Road Finningley Doncaster DN9 3DN
TREASURER	Mike Webber 31 Phillips Avenue Exmouth, Devon EX8 3HZ
SPARES SECRETARY	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel: (0322) 221493 after 7 pm
SECONDHAND SPARES SECRETARY	Stephen Parnell Stag Cottage, Wooton Courtney, Nr Minehead Somerset TA24 8RH Tel: (0643) 84253 after 7 pm
MAGAZINE EDITOR & ARCHIVIST	Mike Hurst 39a Littleworth, Wing Leighton Buzzard Bedfordshire LU7 0JX
ORDINARY MEMBER No 1	Tony Booth 26 Wharton Road Headington, Oxford OX3 8AH
ORDINARY MEMBER No 2	Edith Webber 31 Phillips 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 Addressed Envelope

Please note that all the above committee members fulfil their posts in their spare time and not as afull-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWERPPOWER

SPRING EDITION 1990

CONTENTS

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WINNER OF CARTOON COMPETITION
PETER SMITH MEMBER No 517

(If I cant give life to you old dog, no one will)

****

COVER STORY

After eighteen years in a garage this Flower turned out to be in remarkably good condition, it has been purchased by John Oglesby who will shortly begin a complete restoration.

ISSUES

SPRING. SUMMER. AUTUMN. WINTER.

EDITORIAL

Apologies to those of you who noticed the deliberate mistake in the last issue !. Yes "Winter" issue on the front cover and Spring issue on the first page, sorry but I thought I might encourage better weather if I convinced every one it was spring . Couple of typos in there as well, but bear with me, one day I will get it right. (yes it was proof read several times)

There has been a lot of discussion of late, in car magazines, car clubs, within our own club, and between many individuals. The topic of interest being, what constitutes a prize winning car when presented at meetings and rallies, and how should they be judged, generally collectable cars seem to fall into four groups:

1. The car which has been fully restored to showroom condition.

2. A car which has been brought back to a condition which might be expected of its age.

3. Cars which have survived intact and are genuinely representative of their age.

4. The hybrids which contain substantial parts of other vehicles.

Let`s consider the first. We have all seen the cars which arrive at displays on trailers, those which leave their trailers parked in laybys near the meet, and others that come in large vans. Their condition is extremely good, indeed sometimes better than when the car left the production line or showroom, a tribute indeed to the restorers. But in many cases the restorer was not the owner, the work has been contracted out, or carried out in their own or a commercial garage, or simply bought in that condition.

Now lets be serious, could you really imagine all these cars surviving thirty years or more and retaining that kind of condition, should such cars be regular winners based on such dubious merit each time the owner unwraps it for the season.

The second type and by far the most common. These cars have been restored to a condition which befits their age; that is, they will have the correct parts fitted, good chrome, have period accessories and be clean and rust retarded. However they will not have the perfect panels, chrome and paintwork of the class one cars, in short they have the wrinkles of time, with minor dents in panels and bumpers. These cars will however in general have been restored by their owners over a period of time, much of which has been spent tracking down parts, or saving for the next stage of the restoration.

The third type, not so much restored, but a survivor. Some come out of mothballs or storage after many years and can have genuine low milage, but in the main they have been kept going. They will show many more wrinkles and rust than the second type, with some more recent additions such as electric fuel pumps in place of the mechanical type.

Lastly the fourth variety, owned by marque enthusiasts, but they will have been butchered and castrated to accommodate more modern mechanical parts. Modern engines, suspension and braking systems, can been seen under the bodies, these can`t be serious contenders in competition however well meaning the owner.

But where does that leave us. Well it`s the type two car that comes out on top as far as I am concerned. Surely these cars not only represent a realistic condition for their age, but also the hours of effort put in by the enthusiast owner on limited budget and lengthy timescales. Such owners try to ensure that the car is as original as possible, albeit showing the wrinkles of time, hopefully judges may ponder these thoughts when next marking entrants.

"Readers comments and thoughts on the subject would be welcome".

Ed.

If any members have articals, stories or photographs of their restorations for inclusion in the magazine please forward them to the editor.

FLOWERPOWER

AGM 1990

MINUTES OF THE MEETING

CHAIRMAN'S REPORT

VICE CHAIRMAN'S REPORT

PRESENT: Mr and Mrs T Gordon, Mr J Oglesby, Mrs and Mrs M Webber, Mr and Mrs M Hurst, Mr N Kershaw, Mr J Gogay, Mr P Smith

Apologies for absence had been received from Phil Hall, Steve (Paddy) Parnell and Miss L Rickett

MINUTES OF LAST MEETING

The minutes of last year's AGM having been published in Flowerpower were taken as read and approved.

There were no matters arising.

CHAIRMAN'S REPORT

Terry Gordon reported he had been overwhelmed by correspondence now that Magazines and others had him on their mailing list.

He thanked all committee members for their support and assistance, particularly:-

Mike Hurst for the new style Flowerpower

John Gogay for his excellent work as Spares Secretary and now the most complete Parts and Price list printed in an easily read format.

John Oglesby and members and supporters for their efforts in the Annual Rally with T.R.O.C. as well as a Northern Rally in association with Craven Old Wheels Society.

Finally the committee members for their behind the scene efforts.

MEMBERSHIP REPORT

Our club now has 148 members. Enquiries are being received weekly and at least two enrol each month. Mostly they have purchased cars from former members.

It was disappointing that some members of long standing had been tardy in renewing membership. An appeal was made for all renewals of membership to be paid by 1st June at latest.

The club has successfully helped members retain original registration marks by keeping a register of our own which can be used by the D.V.L.C. to verify claims.

VICE CHAIRMAN/RALLY SECRETARY'S REPORT

John Oglesby reported last year that we had both a National Rally and a Northern Rally, each was well attended (by TMC standards at any rate). It had been hoped to make the Northern event an annual affair but as N O members responded to details published in the Autumn issue of Flowerpower this has been shelved.

This year's National Rally is to be held at Blenheim on July 22nd (as always jointly with T.R.O.C.) and will, it is hoped, generate more interest with a good turnout. For the first time our Swedish members are attending so it would be nicer still if there was a good turnout for their benefit.

This year T.R.O.C. have suggested that we don't have the driving test; instead there will be a chance to judge the cars and get to know one another so bring the family along and make it a super day.

Anyone interested in a meeting in the North please contact John Oglesby who will be glad to hear from them.

In conclusion John expressed his thanks to Neil Kershaw, Craven Old Wheels Society and Jennifer Langton T.R.O.C. for their help and assistance, also Classic Car Magazine for including TMC in their directory of "one make car clubs", free of charge (see May 1990 publication).

TREASURERS REPORT

Mike Webber tabled the statement of account. He drew attention to the amount being carried forward, for the first time in some years, is less than the amount brought forward.

Primarily this arises from the cost of Flowerpower and the escalating cost of postage.

SPARES ACCOUNT REPORT

John Gogay tabled an account for the year, Although a loss is recorded the stock position is extremely healthy.

MAGAZINE EDITORS REPORT

Mike Hurst reported that he hopes to publish at the end of May, August, November and February each year.

Contributions and pictures are requested not later that the beginning of the month of publication. He appealed for articles and other items of interest to be sent to him

All the above reports were adopted unanimously.

ELECTION OF OFFICERS

Terry Gordon vacated the Chair which was taken by John Oglesby.

Proposed Neil Kershaw, seconded John Gogay, all officers and committee be re-elected provided they are willing to stand.

Carried unanimously. Terry Gordon resumed chair.

Chairman reported that Paddy intended to stand down as second hand spares secretary later this year.

ANY OTHER BUSINESS

Chairman raised question of subscriptions. Concern was expressed at the cost of air mailing Flowerpower to overseas members, there have been three rises in postage costs since Subscriptions last increased. Treasurer confirmed F.P. costs had doubled in the last 4 years. Proposed Mike Webber, seconded Pete Smith:-

Subscriptions:	Home membership	£12 per annum
	Overseas membership	£18 per annum

Approved with Mrs Webber abstaining.

Joining Fee: Proposed Mike Hurst, seconded Terry Gordon, a non-refundable joining fee of £10 be introduced, additional to Spares Loans. Agreed unanimously.

Expenses: Proposed Mike Webber, seconded Neil Kershaw, committee members be re-imbursed for out of pocket expenses incurred in attending meetings, including AGM.

Agreed.

Disclaimer:

Chairman reported that other Clubs were publishing a disclaimer in their magazines. An example was produced. After discussion it was agreed to include this in Flowerpower and also to have smaller version printed for inclusion with Spares.

After thanking those who attended Chairman closed the meeting at 3.45pm.

TRIUMPH MAYFLOWER CLUB

Accounts for Year 1st April 1989 - 31st March 1990

INCOME

Balance brought forward	3060	79
Subs. & Spares Loans	1578	61
	4639	40

EXPENDITURE

Flower Power (Printing & postage etc,)	1298	12
A.G.M.	66	00
Rally. (Inc: stand @ Alexandra Palace)	126	63
Stationery	6	55
Postage	17	07
Telephone	7	79
Historic Vehicle Club suscription	15	00
Spares Loan Refunds	30	00
Bank Charge - Currency conversion	5	15
Secretary's Expenses	150	00
	1722	31
To Balance	2917	09
	4639	40

Bank Reconciliation

Bank Statement @ 31st March 1990	2883	20
Cash with Treasurer	33	89
	£2917	09

M. Webber (Hon. Treasurer)
24-4-90

FLOWERPOWER

FLOWERPOWER

The Terminology of buying a used car !

Rough but restorable.
Major collision damage hidden under gallons of filler.

Suitable for spares..... Pile of junk.

95% complete.... Rear end cut off to make a pick-up.

95% restored.... Only needs paint,upholstery and tyres.

Needs restoration.
Requires mechanical genius with large bank balance.

Restoration started.
Lost most of components and can`t re-assemble it.

Authentic..... What's left is.

Engine free... About all its worth.

Space required.... Unable to sell when last advertised.

Engine overhauled..... Cleaned with gunk.

Classic car..... Over five years old.

Mechanically overhauled.. New spark plugs fitted.

Needs battery.
Too afraid to let you hear it running.

Minor repairs.... Major overall required.

Good condition... Tyres inflated.

Excellent condition... As above but overpriced.

Concoures condition... Just washed and waxed.

Best offer over $xxxxx.... Worth about half that price.

Rust free.... No charge for the rust.

Car stored since 19xxxxxx.. Owner gave up in 19xxxxxx.

Rare car..... Only one within three mile radius.

ONO.... Only needs oil.

POA.... Previous owner arrested.

FWH.... Fitted with heater.

HRW.... Horribly rusty wings.

PAS.... Partly assembled sub-frame.

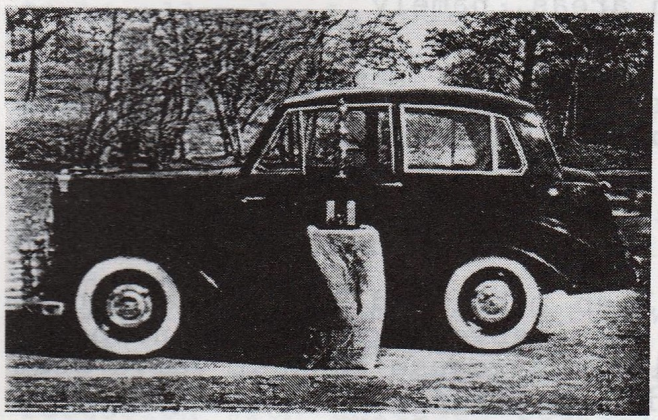
Serious enquires only... Insult to your intelligence.

FLOWERPOWER

Re-advertised due to time wasters.
Did not accept the only offer made.

CWW....	Clogged window washers.
Low milage...	Speedometer has been clocked.
Genuine low milage....	Defective speedometer.
One previous owner....	Hertz/Godfrey Davis/Avis etc.

Used as second car only.
Too unreliable to be used as first car.



TRIUMPH MAYFLOWER WINS AMERICAN AWARD

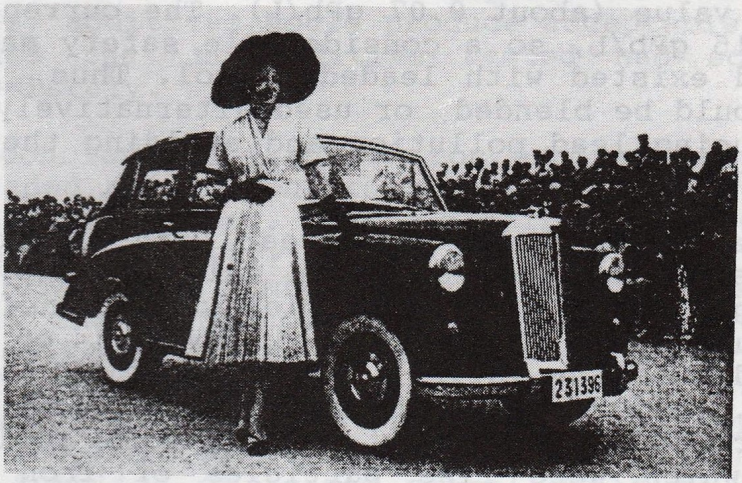
AT the Worlds Motor Sports Show recently held at New York, a Triumph Mayflower was awarded the First Prize Trophy for the Light Car of Distinction. The car, which attracted much favourable attention, was exhibited by Fergus Motors, Inc., Standard and Triumph Distributors in New York. Our photograph shows the car, complete with white wall tyres, and its trophy.

A CHARMING COMBINATION

THIS Triumph Mayflower won the Grand Prix d'Honneur at the *Concours d'Elegance* held during the British fortnight at Le Zoute, Belgium.

The car was entered by Mrs. Calboutin, whose ensemble was created by the Maison Ascot, Brussels.

Thirty-seven other British cars were entered in the *Concours*.



FLOWERPOWER

LEADED FUEL

Many people complained bitterly that their vehicles overheated this last summer, and placed the blame firmly on the demise of two-star petrol. In fact, as will be seen from the following article, the blame lay with a mismatch between the volatility of fuel made for the UK market and the exceptionally hot weather. This led to vapour lock problems,and inturn to weak mixtures which were the cause of the overheating. The Federation is indebted to Dr. Vincent (a Vintage Alvis owner, and a specialist in fuel technology with a major British fuel company) for providing the following synopsis of his talk at the AGM, which explains the mechanism of this problem in detail.

The presentation covered two main areas, namely

(1) unleaded petrol
(2) use of "4 star" leaded petrol following the withdrawal of "2 star" petrol from the market.

Unleaded Petrol

Quite a lot of information has been published to indicate that the use of unleaded petrol in unsuitable engines (principally those of all cast iron construction) may cause exhaust valve seat wear. A slide was shown indicating the rapid increase in valve seat recession as lead content in the petrol decreased below a critical value (about 0.07 gPb/L). The current level of lead was about 0.15 gPb/L, so a considerable safety margin above the wear threshold existed with leaded petrol. Thus, leaded and unleaded petrol could be blended, or used alternatively if desired, therby both reducing lead pollution and avoiding the risk of valve seat recession.

The mechanism of valve seat wear with unleaded petrol involved the oxidation of the cast iron valve seat by the stream of hot exhaust gas. Iron oxide particles were transferred to the valve, and accumulated, forming hard nodules or lumps which were compacted into the valve surface, reducing its contact area with the seat. Rotation of the valve at higher engine speeds caused it to grind away the seat, which wore rapidly. Abrasive wear debris, which were fine particles of iron oxide, (jeweller`s rouge) could also accelerate valve guide wear.

Increasing engine speed was shown to accelerate exhaust valve seat recession with unleaded petrol. In one engine on test, wear rates had doubled as engine speed increased from 3800 rpm to 4400 rpm. Conversely, at engine speeds below 2000 rpm, wear rates were much reduced. Increased exhaust valve and seat temperatures, and the greater impact of the closing valve upon its seat as engine speed rose, were factors in the increased rate of wear at high engine speed.
Fitting valve seat inserts of harder and more corrosion resistant material into cast iron heads or blocks was shown to allow continuous operation with unleaded petrol, with a very much reduced risk of valve seat wear. An alternative process, that of induction hardening the exhaust valve seats, was also effective in reducing wear, but this was more likely to be employed as a production line process.

The results of some recent research work carried out in the UK showed that some engines were very prone to valve seat recession with unleaded petrol, up to 3mm of wear occurring in about 8000 miles, while others proved more tolerant, although still showing fairly serious recession (1mm in 14,000 miles).

One engine type not actually recommended for unleaded petrol, which was fitted with a light alloy cylinder head having cast iron valve seat inserts, nevertheless showed almost no valve seat recession. The most likely explanation for this unexpectedly good performance, lay in the better heat transfer of the aluminium head, which helped to reduce the temperature of the valve seats. Although light alloy cylinder heads were likely to be more wear resistant than cast iron heads, it should not be assumed that all light alloy heads would be satisfactory with unleaded petrol.

It was recognised that some engines might be unable to accommodate valve seat inserts, and for the owners of these vehicles, the performance of valve seat protection additives could be of interest. Two slides were shown indicating the differences in exhaust valve seat wear rates which had been measured with and without anti-wear additives. In both cases, some improvements in seat wear was evident, but on the engine exhibiting the most severe wear, the best additive still permitted valve seat recession of 0.6mm (25 thou`) in 14,000 miles. In another engine slightly less susceptible to valve seat recession with unleaded petrol, additives performed better, the best result being about half the above figure. It was possible that in some engines, additives could produce acceptable results, but it was stressed that no additive tested had solved the problem of wear completely.

In summary it was concluded that cast iron engines were at risk when used with unleaded petrol, but that engines with light alloy cylinder heads might fare better. It was possible to predict wear rates because these would vary widely with engine type and cylinder position (cylinder number 3 in a 4 cylinder engine frequently exhibited the highest rate of valve seat recession). Valve seat inserts of the right material would solve the problem; where engines could not accommodate seat inserts, anti-wear additives would provide some protection, but did not represent a complete solution. The best policy currently was to continue to buy leaded petrol. Supplies of leaded petrol would be sustained longer while a healthy demand existed.

Use of 4 Star Petrol

Many owners had been concerned, since the disappearance of 2 star petrol, about the use of higher octane quality (ie 97-98 octane compared with about 92 octane) in low compression engines. It was stressed that there was nothing inherently damaging about using high octane petrol in low compression engines.

Octane quality was explained, being defined as resistance to detonation, also known as "pinking" or knock. Detonation was described as an unwanted, abnormal combustion process which could occur in the "end gas" of the combustion chamber. The "end gas" was so called because it lay furthest from the sparking plug, and thus was at the end of the combustion process.

Certain types of hydrocarbon molecules charaterised by a long, straight-chain, structure (low octane components) permitted the build up of undesirable combustion intermediary products called "peroxide radicals" in the end gas.

These radicals encouraged the unwanted spontaneous and violent combustion phenomenon called detonation. High octane components, whose structure did not encourage the formation of peroxide radicals, permitted normal combustion to proceed without detonation occurring.

It was stressed that the octane quality of petrol did not affect the speed of normal (spark ignited) combustion but only altered the tendency to encourage or discourage detonation. Flame speeds were shown to be independent of octane quality.

A slide depicting the distillation of crude oil to yield different fuels, was shown. Crude petrol, usually called "straight run gasoline" was shown as the first liquid product from the distillation tower. Before the war, this low octane material(65-70 octane typically), comprised mainly of long straight chain hydrocarbons, was the only form of petrol produced at the refinery.

Since the war, although straight run gasoline was still produced, the introduction of catalytic cracking and reforming processes which used other distillation products as a starting point, had permitted the production of high octane products. Examples of the change in structure, and shape ofthe molecules achieved by reforming were shown.

It was shown that relatively simple molecular changes could produce big increases in octane quality, yet in normal, knock free combustion, burn rates were not altered. The results of test work carried out recently, in which the speed of combustion had been measured in a test engine, showed that 2 star and 4 star fuels burned at the same rate.

It was explained that the problems encountered by some motorists during the hot summer weather had not been caused by the use of a high octane fuel, but were due to vapour lock resulting from the unusually hot weather. Petrol had a boiling range from about 30 degrees C up to about 200 degrees C, because of the number of different components which made up the fuel (150-200 approximately). Each of these components boiled at a different temperature, thus making up the boiling range.

In practice, this meant that bubbles of vapour would form in the fuel pump or lines, or in the carburettor bowl if temperatures above about 30 degrees C occurred. Vapour formation in the pump could cause erratic operation, resulting in a restricted or intermittent supply of fuel. Vapour formation in the carburettor bowl could alter the liquid level, leading to a weak fuel-air mixture. A weak fuel-air mixture burnt more slowly than one of the correct strength leading to overheating, which in turn resulted in higher underbonnet temperatures.

This situation naturally increased vapour formation in the carburettor, or fuel pump, and a vicious spiral began. Power

output fell with weaker fuel-air mixture, and an erratic fuel supply produced poor driving characteristics, perhaps leading to complete failure. Starting often became difficult, in addition.

Thus, most of the symptoms of which motorists had complained during the summer could be explained by vapour lock. Changes in octane quality would not explain the symptoms because the heat released from low and high octane fuels was the same,as was the speed of combustion. The tax changes in the March 1989 budget had resulted in the rapid disappearance of 2 star petrol, with tanks and pumps being used for the sale of unleaded petrol.

It took about 2 months for the remaining supply of 2 star to be used up, with the result that many drivers of older cars, who had not previously used 4 star petrol, first purchased the higher octane fuel in early-mid May, when some very high temperatures had occurred. Vapour lock, which some drivers may have experienced, perhaps with the first tankful of 4 star petrol, had led many to conclude that the higher octane quality was incompatible with their engines. This, however, had been shown to be quite incorrect.

In fact, drivers of older cars could use 4 star petrol without concern. Where vapour lock problems occurred, local solutions, for example the use of a heat shield between the exhaust manifold and the carburettor, or thermal barriers between cylinder head, or block, and the inlet manifold, would be beneficial.

Care should be taken to route fuel feed lines away from the exhaust manifold, and to ensure that bulkhead mounted fuel pumps, for example, were not getting too hot. By adopting such simple measures where necessary, all owners of older vehicles should be able to continue to derive pleasure from using their cars, without concern.

NATIONAL RALLY

SUNDAY JULY 22nd 1990

BLENHEIM PALACE

SUPPORT *YOUR* CLUB AND BE THERE!

LETTERS TO THE EDITOR

Back in February of this year Mick Williams, member 620 wrote telling of his difficulties in finding a suitable Flower to adopt. The club were able to point him in the direction of a number of cars and we were pleased to receive the following letter. ED.

... ...

Following up your suggestions, I am glad to let you know that on the 4th of March I purchased VSV 529 from a Mr Bryant-after price negotiations.

The following may be of interest to you:

body number - 536196/TT293398
milage as shown 74685

Evidently the car had two owners before me and whilst in possession of the first owner, was stored for many years and had its original registration mark taken by the DVLC. It was re-registered by Mr Bryant in 1985.

I shall be trying to trace its history and see if it is possible to get the original number back. The car itself is in very good order although showing its age, which one must expect. Quite pleasing is the fact that no welding has been carried out, and is still not required.

After the sale had been completed, I drove VSV529 to my home a distance of of some 121 miles, the only problem was with the fuel pump, a very eventful journey,but that is another story.

Once again thank you very much for your help and assistance.

M.Williams.

(The photograph shows VSV 529 prior to its purchase by Mick)

BODY SHOP

Using the best rubbers available to you, the following actions can be taken, not to restore, but to make them at least presentable.

When new, the rubbers were soaked for a long time in Glycerine, left to dry and then fitted to the car, after a period of time and lack of use the Glycerine weeps out of the rubber. When visiting old scrap yards Im sure you have seen or touched old rubbers which leave a sticky black mess on your hands.

If your rubbers are tired try this method. Remove the rubber, clean off old sealant and dirt then soak them in, or rub them with plenty of Glycerine, or a modern rubber lubricant. (available from Radiospares or your local electrical wholesaler)

Allow them to stand for a day or so, then wipe off the excess, apply chalk dust, leave until they appear dry and are dry to touch. If like mine they have holes, or rips in them clean the edges with one of your wifes emery boards (hope she doesn't find out) and then stick the edges to-gether with Superglue holding in position until dry.

Now for those of you who find your fingers stuck to-gether, don't panic, apply Fairy Liquid to the parts that are stuck and wiggle them about, you should find that after a little time you will be released.

If you need to make a larger repair, a piece of bi-cycle inner tube cut and shaped, attached by either super-glue or rubber adhesive will give a very acceptable result.

Re-assemble the frames, after the assemblies are in their final positions on the car, use a clear silicon sealant to fill any odd holes or gaps. (Unibond from DIY shops)

The final stage should be one or more applications of a fine pour sealant, you should allow at least two days to dry properly. (Comma Seek'n Seal from motor spares shops)

The last job, apply one or more coats of a good quality tyre-wall black paint, after a few weeks an aged effect should take over, giving the appearance of old but presentable rubber seals.

As with any repair work the results are only as good as the care and patience that you put in, and DO OBSERVE the use and safety instructions that accompany these products.

TECH-TIPS

Flywheel Teeth

If you are replacing the starter motor or flywheel in the course of re-building your engine, it is particularly important that you check that the starter motor pinion and flywheel ring gear are matched.

92 tooth flywheel with a Lucas starter motor type V.15 the pinion has 10 teeth and both have a pitch of 8/10.

117 tooth flywheel with a Lucas starter motor type L.3 the pinion has 9 teeth and both have a pitch of 10/12.

TECH-TIPS

Correct Adjustment of the Heater Controls

a: Move ventilating control lever on facia panel to "off" position, the air valve lever on the heater unit should now be at its extreme forward position and negligible air should enter the car with the blower running.

b: Move ventilating lever to "hot" position, the lever on the heater unit should now be at its extreme rearward position with the water valve about to commence closing.(only slight movement of the water valve lever towards closed position)

c: If the correct operation (a) (b) is not being obtained, the length of the inner member of the control cable must be adjusted. This may be done at the control end or the heater end, whichever is more convenient. Slacken clamping screw in cable trunnion, slide cable through by appropriate amount and re-tighten the screw.
Re-check as in (a) and (b) above.

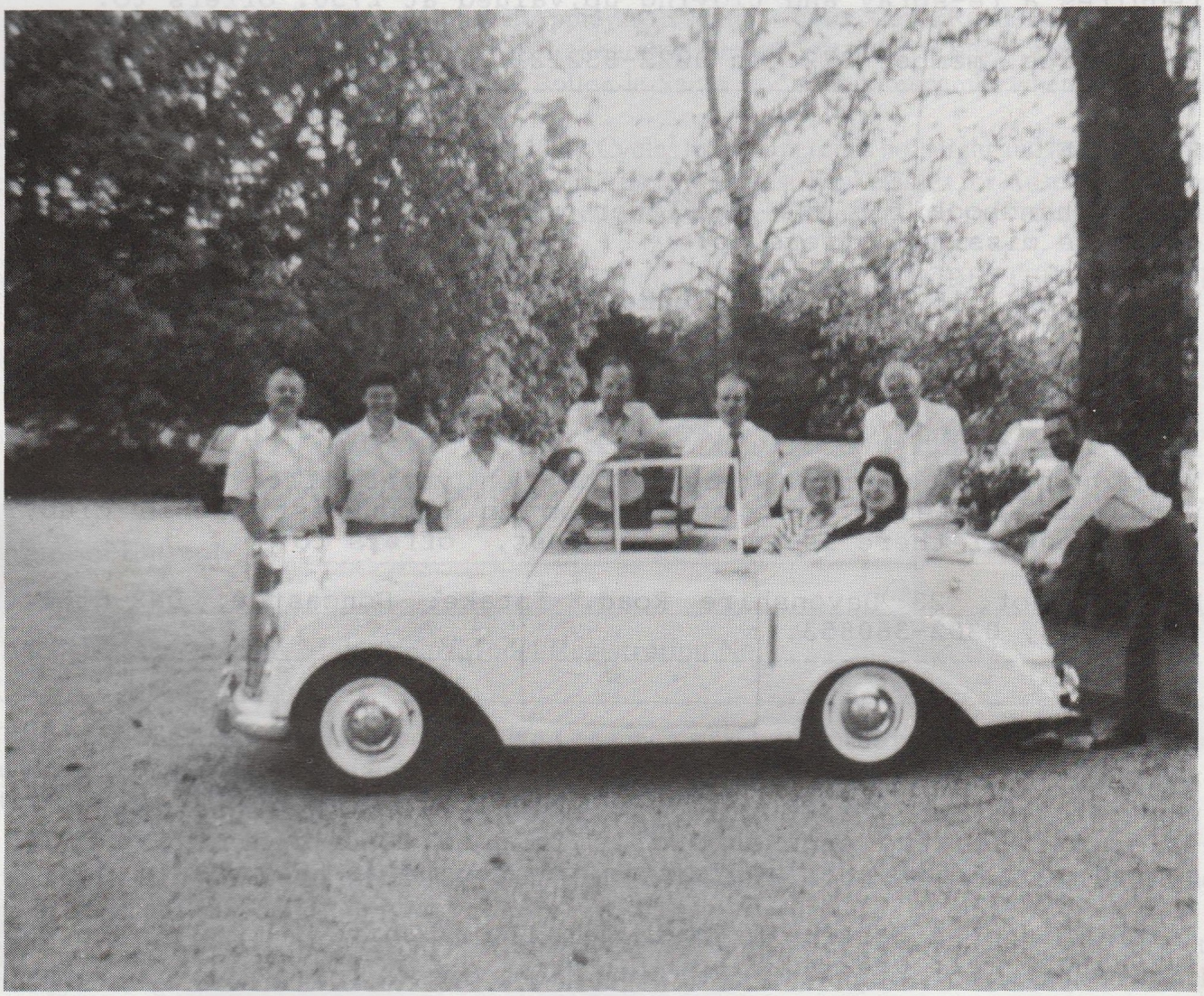
d: Move ventilating control lever to "cold" position, the lever on the water valve should now be in the vertical position with the water flow to the heater cut off. After 2-3 minutes air entering the car should be cold. If it is not, it indicates that water is still entering the heater core. This may be checked by removing the top water hose connection and observing if water comes from the heater core with the engine running, the open end of the hose should be blocked.

e: If the water flow is not cut off as in "d" proceed as follows: With ventilating control lever still in "cold" position, slacken clamp screw holding water valve operating rod. Move the water valve independently of the heater valve, a slight resistance to motion should be felt as the lever approaches and passes the vertical position, this indicates that the valve is seating correctly. If resistance is not felt an adjustment should be made to the centre screw on the water valve lever, one quarter turn clockwise is usually sufficient. With ventilating lever still in "cold" position as "d", refit water valve operating rod, holding water valve lever in vertical position. Re-tighten clamp screw.

f: move the demisting control lever on facia panel to "off" position, the demist valve lever on the heater unit should now be at its extreme forward position and no air should pass through the windscreen nozzles with the fan running.

g: Move demisting control lever to "defrost" position, the lever on heater unit should now be at its extreme rearward position.

h: If the correct operation at (a) or (b) is not being obtained adjustments must be made as for (c) above.



Attendees at the AGM from left to right.

Mike Hurst, John Oglesby, John Gogay, Neil Kershaw, Terry Gorden, Edith Webber, Alwin Gorden, Mike Webber, Peter Smith.

SALES & WANTS

SWAP

A stainless steel Mayflower exhaust system,(£150 new) complete & hardly used for one outer track rod, coupled pair. (value £40)

OR SELL

The Exhaust system for £80 ono.

Call Peter Smith on 0602-225059 or write to:
12 Acacia Walk. Beeston. Nottingham. NG9-2LW.

FOR SALE

1953 Mayflower. last MOT 5 years ago.
requires a re-spray and tidying up,valued at £750. Offers to:

B.Phillips. member 372. on 0222-832121. (Wales)

FOR SALE

Owners handbook for the Mayflower, good condition but the front cover is missing, offers to:

Mr A.Allen. 16 Heath House Lane. Lower Tean.
Staffs: ST10-44P. TEL:Yean 722283.

FOR SALE

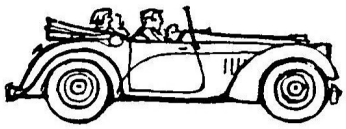
Mayflower, stored in a garage for ten years after restoration work was started, Best offer from an enthusiast within club, will break if there is enough interest, offers to:

Mark Elliot. 23 Devonshire Road. Intake. Doncaster. DN2-61LB.
Tel: eves, 0302-360853.

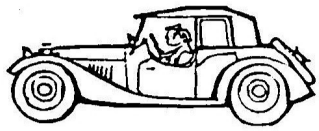
FOR SALE

1953 Mayflower, stored in a garage since 1974 after the engine was removed for a re-build. Owners death has necessitated its sale, its has two engines and is in good condition. The car is stored near Edinbrugh. Offers in the region of £650. to:

Peter Goldie. 4 Hartfield Road. Tain. Ross-Shire.
IV19-1DG. Tel: 0862-4029.

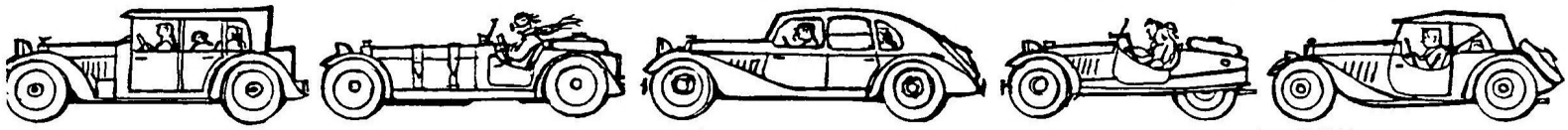


TELEGRAPH AND ARGUS
CRAVEN OLD WHEELS SOCIETY



BRADFORD to MORECAMBE

Historic Vehicle Run



SUNDAY 16TH. SEPTEMBER 1990

The Third Historic Vehicle Run will leave Appleyard's Jaguar Centre, Canal Road, Bradford, at 9.00 a.m. The route will again be via Manningham Lane and on through Saltaire, Bingley, Keighley, Skipton, Settle, Ingleton, Hornby, Kirkby Lonsdale, Bolton-le-Sands, and so to Morecambe where the vehicles will assemble for a Grand Display.

All types of vehicles will be eligible; from Motor-Cycles to Commercials both light and heavy. The cars will be grouped into classes according to age, and there will be special classes for Austin A30/35 and Sunbeam Talbot cars. Further classes will be arranged for Three-Wheelers and for vehicles with Lady Drivers/Riders.

THE CLOSING DATE FOR ENTRIES IS JULY 16th, 1990. AND IT IS REGRETTED THAT LATE ENTRIES CANNOT BE ACCEPTED.

ENTRY FORM

TELEGRAPH AND ARGUS/CRAVEN OLD WHEELS SOCIETY HISTORIC VEHICLE RUN. SUNDAY, SEPTEMBER 16th, 1990.

Name of Entrant _____

Address _____

Particulars of Vehicle. Make/Year/Model/Registration No.

_____

THE ENTRY FEE IS £1.00. Please send your Cheque/Postal Order, made payable to "G. Watson" and endorsed "Bradford to Morecambe Run" to:

GERRY WATSON, 50 RAEBURN DRIVE, BRADFORD BD6 2LN.

DECLARATION

I declare that I hold a current driving licence and that the above vehicle is properly insured, in accordance with the Road Traffic Act.

I hereby agree to save harmless and keep indemnified the organisers, Craven Old Wheels Society, Sponsors, Agents, Committee, Servants, and all other Officials and Organisations associated with the event from all claims, actions, costs, expenses and demands in respect of death or injury, loss or damage to person or property of myself howsoever caused including the drivers and passengers arising out of or in connection with this event, and notwithstanding that the same have been contributed by the said Bodies, Officials, Servants and Agents or Representatives. SIGNED:

Entrant/Driver

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A must for any restoration project!

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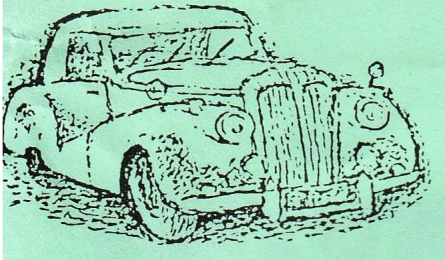
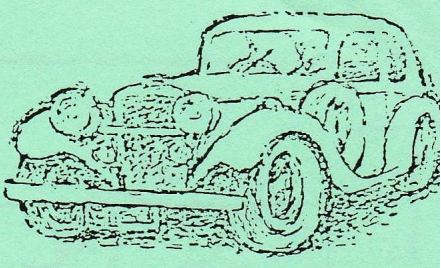


WEST·YORKSHIRE
TRANSPORT·MUSEUM



YORKSHIRE HISTORIC MOTOR DAY

SUNDAY 9th.SEPTEMBER 1990

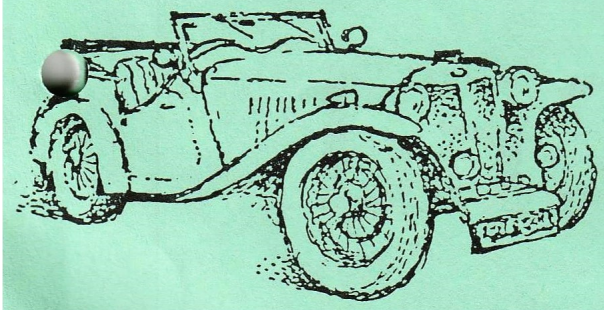
The Venue for this event, which will include Veteran and Vintage vehicles of all types, is the West Yorkshire Transport Museum, Ludlam Street, Bradford.

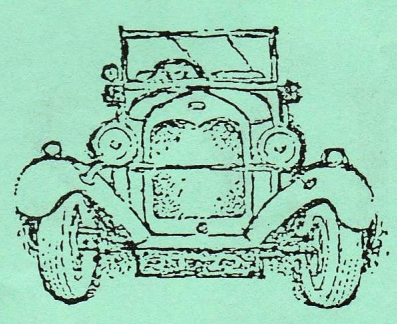
The assembly time is 11-00 a.m., and a run around the City will be organised for all entrants wishing to participate. The run will embrace visits to various City Museums and will end with a return to the Transport Museum for a spectacular display of all the vehicles. The estimated time for the end of the Rally is 5-00 p.m.

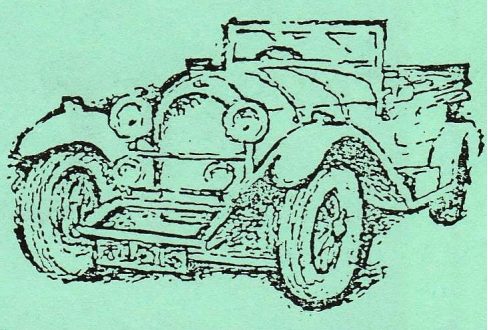
Admission to all the Museums visited will be free and a memento of the day will be given to all entrants. Attractions at the Transport Museum will include an Autojumble, Side shows, a Café and a Shop.

This event is being organised in connection with the Bradford Festival Week, and will be followed by the Telegraph and Argus/Craven Old Wheels Society Run from Bradford to Morecambe on 16th. September.

The closing date for entries is 9th.AUGUST 1990, and it is regretted that late entries cannot be accepted.







ENTRY FORM

WEST YORKSHIRE HISTORIC MOTOR DAY 9th. SEPTEMBER 1990

Name of Entrant _____

Address _____

Details of Vehicle. Make/Year/Model.

_____

The Entrance Fee is £1-50. Please make your Cheque/Postal Order payable to "West Yorkshire Transport Museum" and enclose with your Entry Form.

Please send your Entry Form as soon as possible to:-

GERRY WATSON, 50 RAEBURN DRIVE, BRADFORD. BD6 2LN

DON'T FORGET

SUNDAY JULY 22nd

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