

TRIUMPH MAYFLOWER CLUB



SUMMER ISSUE

(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1989-90

<i>CHAIRMAN & CLUB SECRETARY</i>	Terry Gordon 12 Manor Close Hoghton, Preston Lancashire PR5 0EN Tel: (0254) 853469
<i>VICE CHAIRMAN & RALLY SECRETARY</i>	John Oglesby 33 Wroot Road Finningley Doncaster DN9 3DN
<i>TREASURER</i>	Mike Webber 31 Phillips Avenue Exmouth, Devon EX8 3HZ
<i>SPARES SECRETARY</i>	John Gogay 18 The Close, Wilmington Dartford, Kent DA2 7ES Tel: (0322) 221493 after 7 pm
<i>SECONDHAND SPARES SECRETARY</i>	Stephen Parnell Stag Cottage, Wooton Courtney, Nr Minehead Somerset TA24 8RH Tel: (0643) 84253 after 7 pm
<i>MAGAZINE EDITOR & ARCHIVIST</i>	Mike Hurst 39a Littleworth, Wing Leighton Buzzard Bedfordshire LU7 0JX
<i>ORDINARY MEMBER No 1</i>	Tony Booth 26 Wharton Road Headington, Oxford OX3 8AH
<i>ORDINARY MEMBER No 2</i>	Edith Webber 31 Phillips Avenue Exmouth, Devon EX8 3HZ
<i>ORDINARY MEMBER No 3</i>	Reg Varney 32 Mackie Road Filton, Bristol, Avon

*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 a full-time occupation, so when contacting them other than by letter, please ensure that you
choose a reasonable time of day*

FLOWER POWER

SUMMER EDITION 1990

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... ..

The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or of the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the member's own risk and neither the club nor any individual shall be in any way liable for injury, loss or damage, resulting directly or indirectly from use of such advice or information.

SPRING.

SUMMER.

AUTUMN.

WINTER.

Editorial

I have been advised that the Mayflower was used as a police car during 1952/53 with a number of provincial forces. However, as yet I have been unable to find any photographs or evidence to support this suggestion.

If any readers have any information on a police flower, I would appreciate a copy for the archives and an article.



Urban receives Long Distance Award from John Oglesby

RECORDED RADIATORS

Radiators have been recored, uprated flowrate and are guaranteed

£79.00 (Exchange basis + carriage)

Contact: Stephen Parnell (Secondhand Spares)

STOP PRESS

You are invited to a weekend at Holker Hall by the Triumph Razoredge Owners Club. Saturday 22nd/Sunday 23rd. Further details from Jenny Langton on 0245 618074.

For all Northern area members — an Autumn Gala at Hatfield Woodhouse on Sunday September 30th 12.30 onwards. There is weekend camping available at no charge, also a dance arranged for the Friday night. Further details on 0302 845793 or (772049 after 9pm).

FLOWER POWER

EDITORIAL

LONG DISTANCE FLOWERS

Rally report interview with Urban Nyblom.

Urbans account of their journey from Stockholm to Blenheim to attend the rally.

This trip to England was planned a few years ago and at last we were able to put our plans into action, our convoy consisted of four cars, two Mayflowers an MG Magnate and a modern "service car"

We left Stockholm on Wednesday morning, we travelled to Gothenberg where we caught the ferry to Harwich arriving Friday morning. From Harwich we drove to Aylesbury where we suffered a mechanical failure, the actuating lever on the clutch pedal broke off leaving us stranded near one of the towns roundabouts at 6pm.

Local people living near the spot be-friended us supplying refreshments and a telephone so that we could find a garage to help with the repair. But this was not as easy as we thought it might have been as there were no garages in the area who were willing to come out to the car.

Eventually we found that a large branch of Halfords with a repair bay were still open, they were quite happy for us to use their welding equipment to effect a repair on the arm. Once this was completed we fitted it to the car and were on our way again around 9pm, arriving in Haddenham were we where to stay, about 10 o'clock.

It was a short drive to Blenheim and we were the first to arrive around 9-30, we took a tour of the castle as a pre-amble to the rally, Our journey had registered 450 miles on the speedometer

Urban's group consisted of eight people ranging from eight to sixty-five all of whom thoroughly enjoyed the rally, Urban made contact with Phil Hall and presented him with a book depicting the history of imported standard cars into Sweden. It was Phil who contacted Urban and encouraged them to become members of the club some 10 years ago.

The journey however has not yet ended, as the group plan to visit London, Stratford, Donnington then on to Nottingham where a stainless steel exhaust system is to be fitted to the car, after which they will return to Harwich to board the ferry for the journey home.

Our thanks to all of them for attending the rally. Ed.



Urban's group
alongside their
long distance
flowers

FLOWER POWER

EDITORIAL

A FLOWER FROM JERSEY

Rally report interview with Eric Dix.

Eric recounts his journey from Jersey.

We left on Thursday evening catching the ferry to Poole, from where they drove to Donnington to watch the racing practice on Friday. From Donnington we then headed to Blenheim staying in the area to attend the rally on Sunday. The only hiccup in the journey was a short break to allow the car to recover for a touch of heatstroke caused by the hot weather on Friday.

We believe that Eric is a unique member of the club, in as much as he has owned his car from new.!

The car was purchased on the 1st of April 1953 in St Helier, Jersey. He has still the original bill of sale, the Triumph guarantee and a letter of thanks from the garage making the sale. At the time of purchase there were no log books in Jersey and the car was issued with a log sheet, which he also has kept.

Later in 1963, UK style log books were introduced into Jersey and the car was issued with a Jersey log book, again Eric has the book. It shows that the first tax due was £3.00 !!! The car recorded 319 miles on its trip to the rally, and they will return to Jersey on Tuesday evening.

Our thanks to Eric and his family. Ed.



*Eric receives award from
John Oglesby*



*Eric Dix, Allen Dix and
John Oglesby*

FLOWER POWER

Editorial

Rally report interview with Allen Beal

Allen was the first to admit that his car was not in concoures condition at the rally, however had we been able to turn it upside down we would have found it's bottom to be in good condition !.

He has had the car for about twelve month's now and the last nine have been spent re-building the front suspension, engine, fabricating new sills & other panels and a lot of welding underneath the car.

The engine was so badly seized that he had to use what he discribed as a large hammer to remove the piston's prior to its re-conditioning, the first priority was to get the car running and in use before continuing with the restoration.

The most exciting thing during the restoration was Allen setting fire to the interior of the car whilst welding underneath, the damage was not to great and the interior of the car is next on the list for restoration.

When the car was purchasd it did not have a registration number or any document's, Allen wrote to the DVLC and was issued with the original registration number and a new set of documents, thus proving that they are not all bad.

The photograph show Allen's car at the rally being enjoyed by his family, it's a due tone colour and has leather seats.

Keep up the good work Allen hpoe to see your car finished at the next rally.
ED.



Allen Beales partly restored Flower about to leave the rally

FLOWER POWER

VICE-CHAIRMAN'S RAMBLINGS

Firstly many thanks to all the members who attended the annual rally at Blenheim on the 22nd of July. I was very pleased to see so many Mayflowers together, so large a number has not been seen for several years.

Special thanks to our overseas members who attended, four cars crossed the water, three from Sweden (one an MG) and one from Jersey.

On another tack our illustrious chairman rang me on June the 24th and asked if I could attend Silverstone the next day to do a "test match" feature for the Classic Car Magazine.

I didn't have a car roadworthy and tried several other members. Eventually Peter Benfield offered to loan me his car for the day if I would take it. So on Sunday evening I drove 90 miles north to Richmond collected his car and took it home.

The following day I was at Silverstone for breakfast and there followed a long day of driving and assessing different vehicles. They included an Austin Devon, Talbot 90, MGY, Lanchester Ten, and of course the Mayflower.

This feature should be in the October issue of Classic Cars.

Thanks to Brian Palmer & Malcolm McKay for the hospitality extended and the chance to get our cars into print. Peter Benfield is an old friend and keen member but deserves special thanks for loaning his car, especially after a three year restoration and before it was even run in !.

He has just bought another Mayflower and we went up to Edinbrugh to collect it on August 7th, it is a grey one again, I think he prefers that colour.

I, sadly am considering selling one of my Flowers to finance the restoration of another. C'est La Vie !.

An informal Northern meeting is planned for September the 30th, S.A.E. for details please. This event is in conjunction with a local charity event and free camping/caravanning is available to make a weekend of it.

Regards John O.

FRONT HUB BEARING KIT

Inner and Outer Bearings and Grease Seal

PRICE £13.00 + P&P

Available from the Spares Secretary

FLOWER POWER

LETTERS

The cover photograph for this issue and letter were received from RI.Sinclair member 570:

I enclose a photo which I took of a Black triumph Mayflower for sale in Dickson's the motor dealers in Perth, Scotland this month. It is described as 1953 with genuine 17000 miles on the clock. The tyres seemed original and the red upholstery looked in excellent condition. It was black in colour though the paint work was a bit poor and could have stood the benefit of a respray.

But the shock was the price £4995 !!!

In one way this is encouraging and would convince you that the Mayflower you bought at a much more modest price was a real investment. I can assure readers that it is \$ sterling and not some dubious "Scots" monetary system. It would be interesting to know if they did in fact manage to sell the car at or near the asking price.

Yours Sincerely

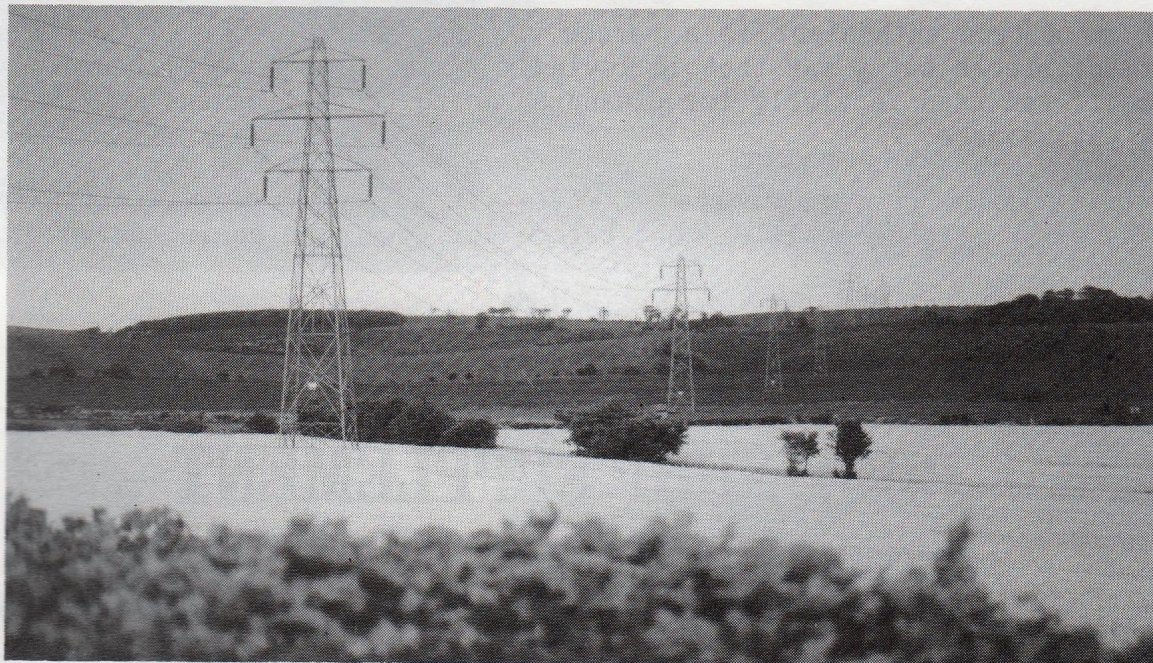
RI.Sinclair.

Another photo input from Ian:

I was driving along the coast road on the Moray Firth last week, I passed a field of rape with its mass of bright yellow flower, in the background a series of electricity pylons of the national grid

It struck me that what I was looking at conjured up the title of "FLOWERPOWER". I enclose a photo I took at the time, Unfortunately my flower was not back on the road after major bodywork and re-spray otherwise I could have entitled the photo "DOUBLE FLOWERPOWER" !!!

"Because of our printing the photograph can only be seen in black & white, the field however is a most vivid yellow" ED



FLOWER POWER

LETTERS

The End of TPC 297

This Flower was bought by me for spares, its home was at the bottom of a garden in the home counties. It had rested there for some years since it received a nasty gash in its side after an accident.

I cut up the Flower and disposed of it over a number of weeks, All that is left on the photo is the front end.

A happier note is that Flower No TPC 238 is safely preserved by member S.Scott Mem: No 483 in Cambridgeshire.

Two Flowers at Wolton Park, Nottingham in June this year.
The black Flower SPG 61 belongs to Mr S.Grundy Mem no 389, I have no idea who is the owner of the other Flower No JDM 754.

I am in agreement with you as regards judging and prize giving at shows. Although I have been to rallies and shows for 16 years at first with my 1954 Bedford (which I still own), This judging situation has been cropping up all the time.

I recently saw a 1967 'E' Type jaguar enjoying a Sunday drive near my home, the driver obviously enjoying the car as he should. I also took part in a local show and watched a similar 'E' Type arrive upon a trailer and it promptly won the best car in the show trophy.

Now I don't mind this happening providing that a prize is won for both categories of preservation and the public is made aware that the trailered cars are simply static exhibits as if in a museum.

There is of course the argument that the car is too expensive to run and insure, well, if that is the case then the prizes, if they are deserved should be given to the best investment piece because this type of owner is not dissimilar to the houseowner - boatowner - caravan owner etc: showing off their bigger - better - more expensive 'collectors cars'.

I hasten to add that this is not necessarily the case for all trailered vehicles as part restored , untaxed and MOTd ones are often brought to shows.

But to me a true enthusiast is a person who enjoys his cars, not as 'museum' investment pieces but a car that is lovingly restored as much as the owner can do himself and used regularly for pleasure, going to rallies and meetings with fellow enthusiasts.

If there is to be one prize given then let it be to the 'real' enthusiasts, like those who attended rallies long before this ever increasing phenomenon.

Yours Sincerely

Peter Smith.

BODY SHOP SUPPLEMENT

Fits into the Workshop Manual Ring Binder

Price £4.00 + Post & Packing

Available from the Spares Secretary

FLOWER POWER

LETTERS

I am a member of the Mayflower club No 619 and in desperate need of an original engine and gearbox for a 1952 Mayflower that my father had bought from new. The car is in Cyprus and has been restored except that it does not have the original engine and gearbox.

Please on your next edition of the magazine could you include my plea for the following items:

**Complete engine and carburettor
Complete gearbox and shift gear
gear shift lever**

An engine in good working order would be most welcome, I can be reached by telephone at. 09129 - 4972 or 0911 - 653 - 5353.

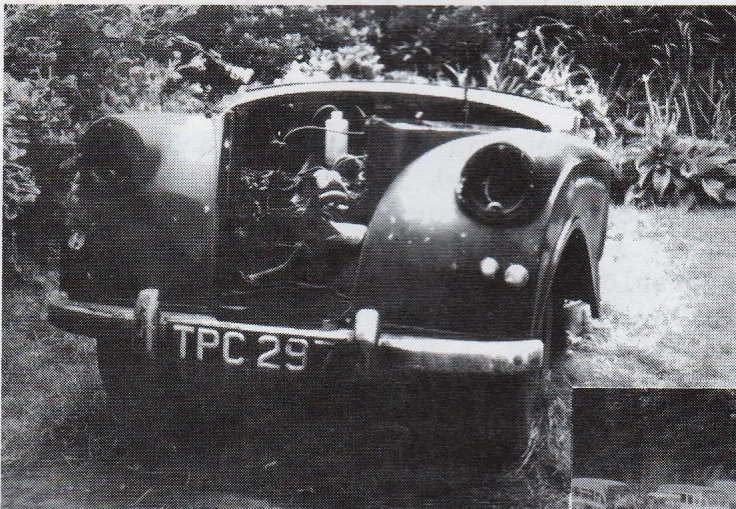
Or write to: Rogiros Flevotomas
139 Allerheiligenweg
8508 Wendelstein
West Germany

Once the car is completely restored I will be more than glad to send you pictures for the magazine. Fellow members are welcome to stop by my father's house in Paphos - Cyprus and savor the looks of the Flower, my father will enjoy talking to them.

Thanks Rogiros Flevotomas.

... ..

We look forward to receiving photographs of your restoration when complete, however complete engines in good working order are not plentiful and you may have to consider re-building one, lets hope one of our members can help out.
ED



Pete Smiths half a car.
(or was it his first attempt
at a convertible ??)



The two flowers at
Wolaton Park

FLOWER POWER

LETTERS

TOBY first came into my life over 12 months ago. It wasn't planned, it just happened - Kismet, Fate Call it what you will but it just happened.

I was attending the 1989 Southsea Spectacular as a spectator with my son looking at all the classic cars on display, when this dirty, tatty bit of brown card stuck to one of the car's windscreens caught my eye. Looking closer I read the fateful few words - "1952 Triumph Mayflower for sale. Telephone -----"

I had been hankering after an older car ever since the days 25 years previously when I owned a 1953 Ford Prefect and a 1956 P4 Rover105R. If I knew then what I know now I would never have sold them but that's all in the past. What to do about this advert, do I investigate and what would the better half say ?.

As it happens the response was favourable and so I embarked on a course of action that was to change my life !. I telephoned - YES the car was still for sale and I could inspect it at a mutually convenient time. That night ? YES and so off I went into the unknown.

Having arrived at my destination it was with some trepidation that I approached the front door and introduced myself. There it was - this machine in all its glory - relatively good condition for its age, in running order but having neither Tax or MOT.

I was quite impressed and returned home to discuss yet again the matter with the better half and having received the Royal Assent I telephoned to make an offer which was accepted and so I became part of the Classic Car fraternity.

Getting it home was no problem - a friend of mine gave me a tow - and on seeing it for the first time my two children fell instantly in love and would never let me sell it.

So how come it was named TOBY ? My son's friend named his father's cars to match the model's ie. Sam Sierra and so after much head scratching Toby triumph was born.

After a fairly painless MOT, Toby was on the road and we were mobile. Our first foray as a family was to visit the Netley Marsh Steam Rally. Unknown to us Toby had a problem - a partially blocked radiator - thus our journeys to and from the show were spent giving Toby a drink every five miles or so but it showed us one thing; the number of people who are interested and appreciate older cars and are prepared to assist or stop just for a chat.

After a winter of minor maintenance to keep Toby on the road 1990 has been the year in which entries have been made for shows and rallies in earnest. Firstly our local carnival in which Horror of Horrors and to my embarrassment his coil burnt out during the parade at the busiest stretch and the following day I returned to the Southsea Spectacular but this time as an entrant.

I was also lucky enough to have my entry accepted for the inaugural London to Brighton Classic Car Run sponsored by the Practical Classics and Car Restorer. This was a good day out starting from Syon Park, Middlesex early in the morning heading for the first check point at Brooklands Motor Racing Circuit which included a drive on part of the famous circuit and then across country , up hill and down dale to a lunch time stop at the Bentley Wildfowl and Motor Museum, in West Sussex before completing the 97 mile run on Maderia Drive on Brighton seafront.

What made it more special for me was that Toby was the only Mayflower in the 180 + entries.

FLOWER POWER

Letters

Toby's latest day out was to travel the 92 miles to attend the National Mayflower Club Rally at Blenheim Palace where although he's not in restored or concourse condition he certainly wasn't disgraced.

Toby has certainly changed my family's life by bringing a lot more enjoyment to our leisure activities. So if you happen to spot a black Mayflower reg No JOW 266 while you're out and about just wave and say "Hello Toby", it will be appreciated.

John Robertson
Member 593

Thanks for your letter John, a good example of a loved and used Flower is worth more than four or five in concourse condition. ED.



TOBY with John and his son at the start of the London Brighton run.



Urban presents Phil Hall with the book on Standard imports

FLOWER POWER

LETTERS

Whilst riding in EMMA, I flicked over the trafficator switch to turn right, up comes the arm only to clunk down again. It stayed out okay when I pressed the lever well over so I assumed it to be a dirty or loose connection inside the steering boss, the horn push wasn't that positive either. Have you ever tried to turn right holding the trafficator lever over whilst changing gear - very awkward indeed.

Anyway, out with the manual - nothing to tell me how to remove the centre boss, but a chapter on removing the steering wheel, so off I go.

First disconnect the wires that pass through the steering column - not likely, there seems to be plenty to play with if I pull the boss out a few inches. Loosen the three grub screws in the steering wheel - funny, no grub screws in the holes, always wondered why the thing was loose and turned around! After much trepidation concerning cracking the Bakelite, I managed to pull out the switch gear some eight inches.

Out with the three screws and off with the horn push and surround. So far so good - famous last words - decided to remove two brass bolts from the horn push not realising there were nuts inside! Nothing came apart. Removed three tiny screws from the back - zap - boing- tinkle - you've guessed it, springs, washers, bits of brass everywhere! Much foul language - getting dark, searching for bits.

Found the problem though, cleaned it all up and put it together again. Simple wasn't it? NO IT WASN'T! It took three hours holding bits together fixing back the two halves and groping with three small screws.

Alls well that ends well, all fixed in place, on with the battery terminal - zap! PAAAAAAP ! HELL, the horns stuck on! Still suffering

Yours sincerely

Pete Smith



Nick Collins sponsor of the cartoon competition, presents Pete Smith with a spares voucher for the best entry.

FLOWER POWER

BODY - SHOP

DOOR LOCK REMOVAL 1952 - 53 MAYFLOWER

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

Remove Inside Handles

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

Remove Armrest

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

Remove Trim Panel

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

Carefully prise clear the spring clips located in holes around the inner door panel. Pull the panel clear of the door.

Remove the escutcheon springs from the remote control and window regulator spindles. Pull the leathercloth cover from the inner door panel.

Remove the Outside Handle

Remove the screw in the shut flange of the door. Pull the handle simultaneously rearwards out of the clip at its forward end and out-wards clear of the door.

Remove the Glass Channel Fixings

prise out the three rubber plugs in the shut face of the door. Remove the three set screws exposed (fig 3)

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

Remove the split pins and washers holding together the two sections of the remote control connecting link. With the glass at the top of it's travel, pull the top of the rear channel rearwards.

Removing the Lock

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

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

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

Removing the Remote Control

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

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

FLOWER POWER

Body - Shop

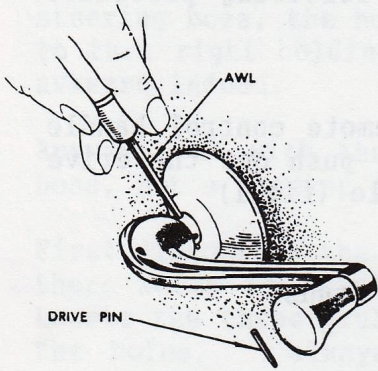


Fig. 1

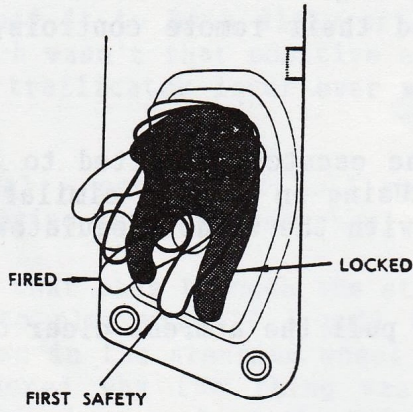


Fig. 4

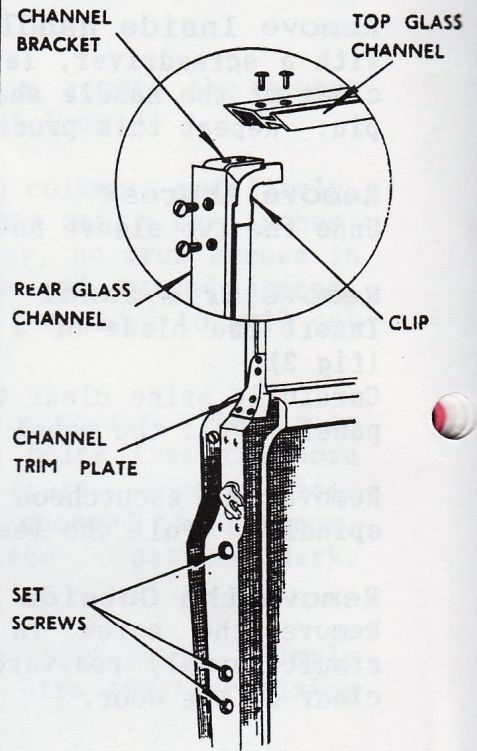


Fig. 3

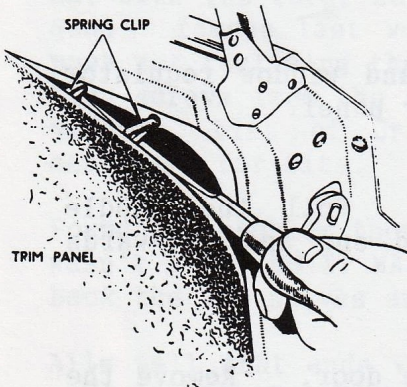


Fig. 2

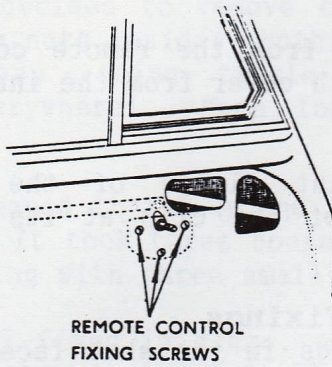


Fig. 5



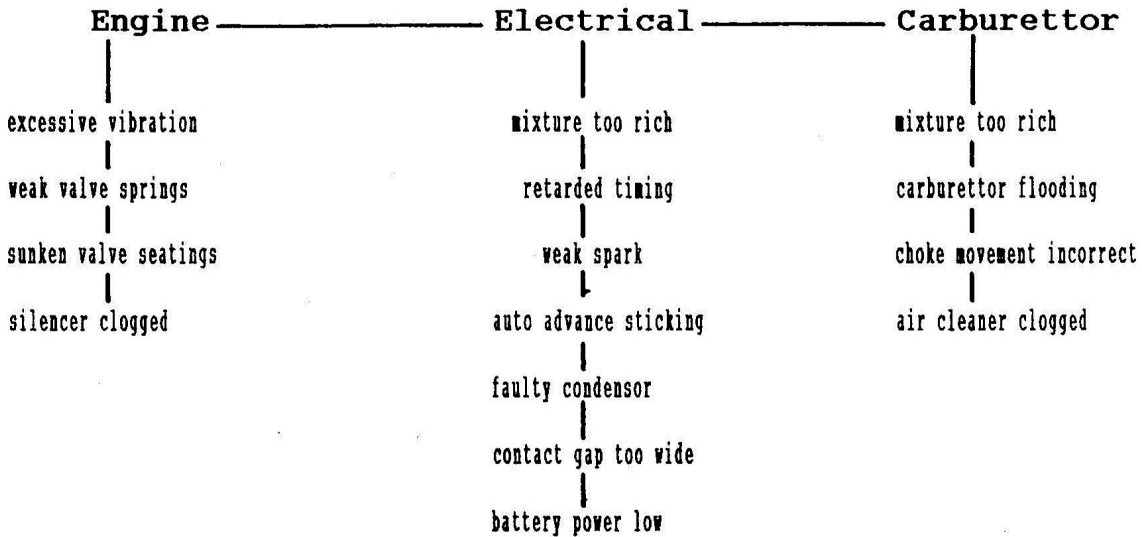
Phil Hall re-united with his old car, which is now owned by Peter Benfield.

FLOWER POWER

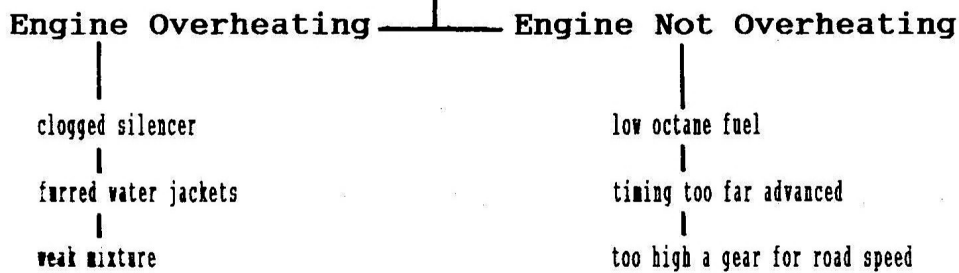
TECH - TIPS

FAULT DIAGNOSIS FLOW CHART FOR ENGINE & CARBURETTOR

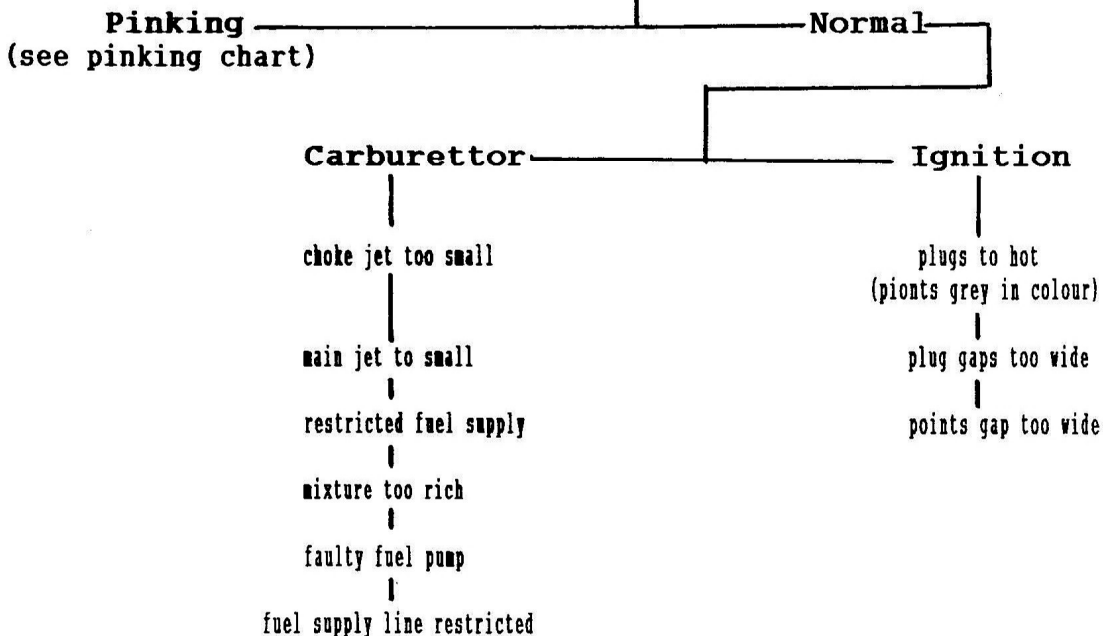
Excessive Fuel Consumption



Pinking (pre ignition)



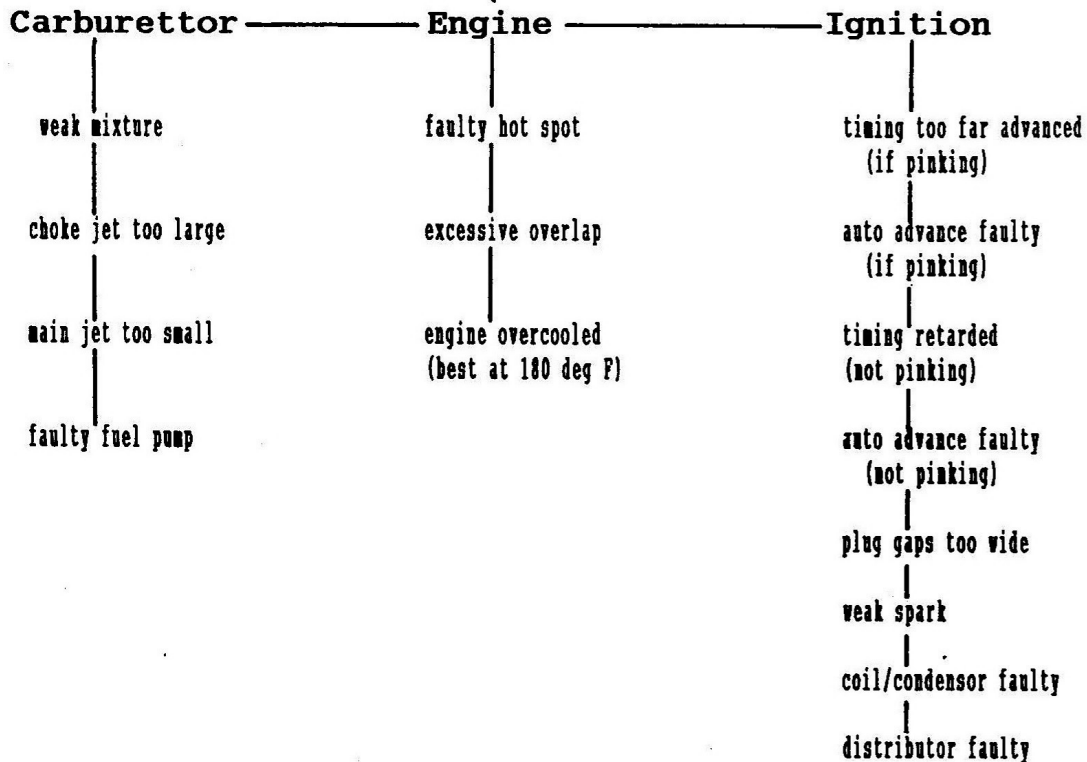
Low Top Speed



TECH - TIPS

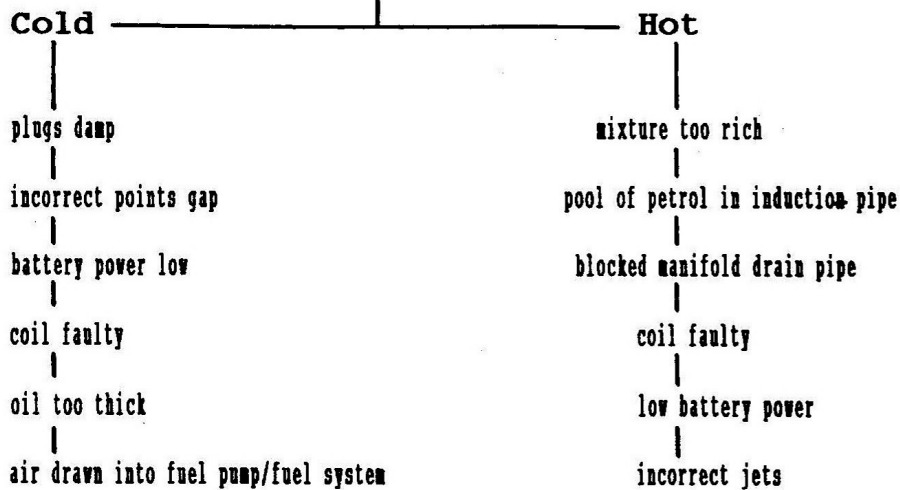
FAULT DIAGNOSIS FLOW CHART FOR ENGINE & CARBURETTOR

Poor Acceleration & flat Spots



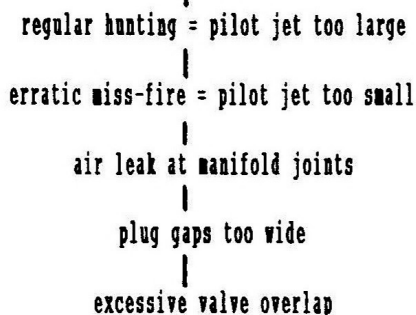
.....

Difficult Starting



.....

Bad Idling



Sales / Wants

FACTORY RE-CORED & RECONDITIONED RADIATORS

Upgraded performance with a years guarantee, Special price for the club, finished in original black with period seals.

£79.00 EXCHANGE. £85.00 NO EXCHANGE

Contact "PADDY"
Second Hand Spares Secretary.

New Telephone No 0643 - 841253 address on front page.

URGENT

Mayflower Engine with carburettor and gearbox (complete)
also require a Gear change lever

If any one can help please contact Rogiros Flevotomas
139 Allerheiligenweg
0508 Wendelstein
west - Germany.

See letters for story.

For sale by member 613 1953 Mayflower. Reg No MEV 90

Taxed to end of year, MOT'd April 1991. fully re-conditioned engine brakes etc.

Re-chromed bumpers, hub caps, beautifully re-sprayed comwt blue. A fine example, the result of over 12 months of tender loving care.

Reg No valuede at \$1000.00 House purchase forces the sale. Offers in the region of £3000.00

For further details call Paul larnar on 021-476-2426 or 021-351-1021

PS. Since this car passed its MOT in 1971 it has covered only 300 miles, this Mayflower has been off the road for 19 years following its owners death in 1971 after having its engine removed for repairs, still have original log book and MOT.

(the owners death was nothingh to do with the Mayflower I might add !)

... ..

Sales / Wants

For Sale 1953 Mayflower.

Just completed four year restoration, complete body re-build. re-built engine, gearbox, rear axel and all suspenstion and steering.

Three miles only since retoration, photographic record.

New brakes, electrics etc, all original spec, radio etc with period accseories, interior refurbished and has new control knobs, re-sprayed and re-chromed.

Reg No valued over £1500, offers on £4000.00

Old Jaguar forces sale - Further details from the editor

FIFTEENTH

STANDARD



TRIUMPH

INTERNATIONAL

RALLY

STIR XV-The Event for All Standard
and Triumph Owners and Enthusiasts



LAMPORT HALL

between Northampton and Market Harborough on the A508

16th September 1990

ORGANIZING CLUBS AND REGISTERS

The Standard Register	The Triumph Roadster Club
The Pre-1940 Triumph O.C.	The Triumph Mayflower Club
The Triumph TR Register	The Triumph Razoredge O.C.
The Triumph Sports Six Club	The Triumph Stag O.C.
The Triumph 2000, 2500, 2.5, Register	Club Triumph and D.S.R.
	Triumph Sporting O.C.

INVITED CLUBS AND REGISTERS

Standard Motor Club	TR Driver's Club
The Triumph Register of America	Club Triumph Holland
The Vintage Triumph Register of the United States of America	

Public entry to the Rallyfield from Midday
Car and Occupants £3.00

FIFTEENTH

FLOWER POWER

STIR XV-The Event for All Standard and Triumph Owners and Enthusiasts

STANDARD



TRIUMPH

INTERNATIONAL

RALLY



LAMPORNT HALL

between Northampton and Market Harborough on the A508

16th September 1990

STIR XV - OFFICIAL ENTRY FORM

NAME :

ADDRESS :
Post Code

VEHICLE MAKE : MODEL : YEAR :

CLUB (If applicable)

Note :- Club membership not required for participation in the event.

INDEMNITY

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

Signed : Date :
(To be countersigned by parent/guardian for entrants under 18 years of age)

ENTRY REGULATIONS - Very Important

Entry Administration Fee : £ 6.00 per car (By post only please).
Postal Entries : Closing date - 7th September 1990.
Remittences Payable to : Standard Triumph International Rally.

Administration Fee recognises official entry to the event and eligibility for concours awards. It also includes a souvenir programme, rally plaque and admission to Lampport Hall gardens only.

Late Entries, at the gate on the day, accepted only untill 12.00 noon. The administraction fee will be £9.00. (£3.00 at the gate plus £6.00 at Control). Late entries will receive a programme and plaque only while stocks last.

Official use only	

Please return this form together with your remittance to:-

STIR XV, 137 Curlew Road, Abbeydale, Gloucester GL4 7TE.

SPARES UPDATE

Items no longer available:

Valve Spring	47757	Petrol Filler Cap	600479
Head Gasket	200175	Condenser	58308
Timing Cover Gasket	200102	Distributor Cap	57467
Flexible Petrol Pipe	103070	Wishbone Top Balljoint	200772
Petrol Tank Float	200900	Trunnion Oil Seal	58224
Copper Washer	59245	Shackle Bush	101280
Copper Washer	59246	Clutch Driven Plate	500436
Bottom Hose	200280	Carburettor	201209
Radiator Grille	800149	Barrel Lock	—

New items:

Brake Drum Screw	V5435	0.30
Bonnet Handle	700120	17.00
Headlamp Unit (Glass and Reflector)	TMC200	15.00
Speedo Cable	400085/0/1	9.00

Price increases:

Cost of spares generally up by
approximately 10-20%

New List available shortly
Price 50p

Please enclose a stamped addressed envelope

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Price £15.00 plus £2.50 post & packing

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TRIUMPH MAYFLOWER

Black, VVW 191, kept under cover. Complete with heater and valve radio. Original log book and new V5. Space now urgently needed

Please Telephone:

**Colin Wilson (Home) 0268 413116
(Work) 0375 672313**

FOR SALE

Tony Child has a Flower he wishes to sell. The car is in a good rust free condition but it does require some minor mechanical attention to make it roadworthy. Tony lives near Eastleigh on the South Coast.

Tel: 0703 251324

TRIUMPH MAYFLOWER

Comet blue, reg no. MKV 90, taxed to end 1990, MoT'd until April 1991. Fully reconditioned engine, brakes, etc. Rechromed bumpers and hub caps. This fine example has the original log book and is offered for sale only to help house purchase.

**Offers are sought, first to see will buy
Tel: Paul Larner 021-476 2426
or 021-451 1021**

CYLINDER HEAD

Should any members need a cylinder head for their car, Mr R. Jackson of Rosson-Wye, has one for sale at the reasonable price of £25.00

For further details:

Tel: 0989 764391

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**180 pages packed with all part numbers along with
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A must for any restoration project!

PRICE: £9.50

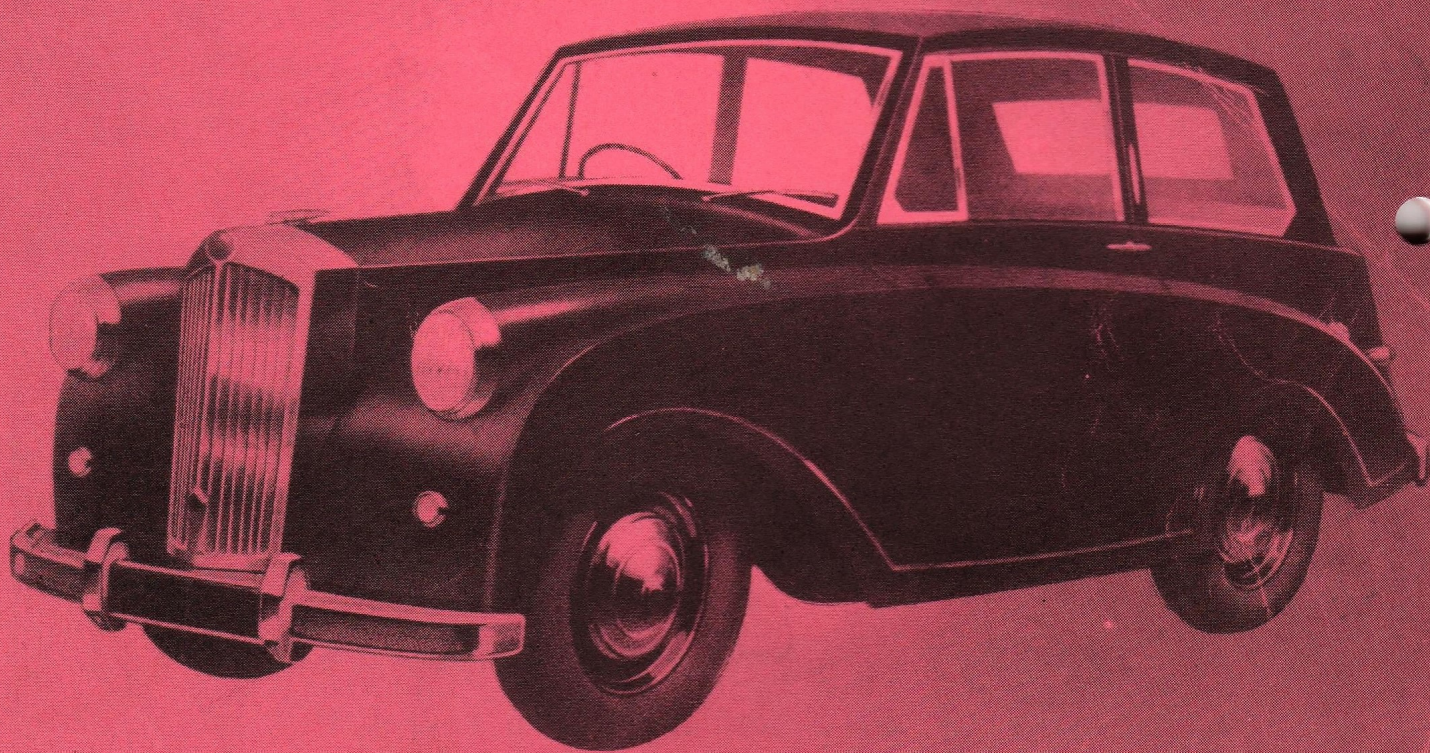
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