

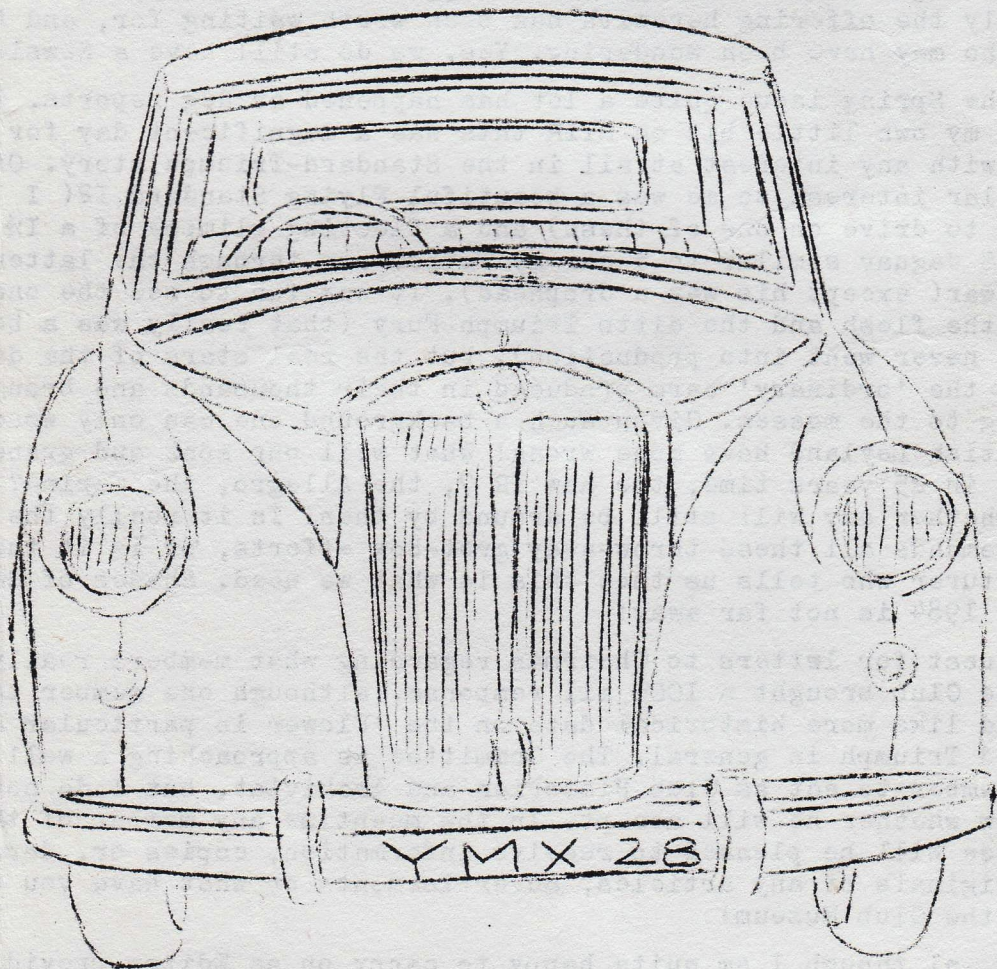
FLOWER-POWER

MAGAZINE
OF THE

TRIUMPH

Mayflower

CLUB



SUMMER ISSUE

JULY 1976

BRISTOL

FLOWER POWER--Newsletter of the Triumph Mayflower Club.

Issue No. 7

Summer 1976

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Chairman	D. Goodyear, 22, Hayes Close, Newtown, Bristol.
Vice Chairman &) Spares Sec.)	T.C.Mills, 33, Woodside Road, Kingswood, Bristol.
Secretary	Mrs. E. Mills (as above)
Treasurer	E. Berry, 13, The Greenway, Fishponds, Bristol.
Rally Sec.	R.K.Varney, 32, Mackie Road, Filton, Bristol.
Ord. Member 1	M. Bath, 3, King Edward Road, Walthamstow, E 17.
Ord. Member 2	R.R.Bussell, c/o 'Pinnocks', New Road, Tadley, Basingstoke, Hants.
Magazine Editor	R.B.Bussell, also 'Pinnocks'.

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Editors Piece.

We must apologise for the lateness of this issue, arising from a number of causes. Firstly we decided to hold it so that a report of STIR could be included. Unfortunately subsequently your editor and amateur type setter found himself somewhat overwhelmed with business trips away and essential tasks at home like haymaking and the like. Latterly it has taken a considerable effort of will to sit indoors on these magnificent evenings and struggle over a hot typewriter. Hopefully the offering herewith has been worth waiting for, and to those who may have been wondering, Yes, we do still have a Newsletter!

Since the Spring issue quite a lot has happened as Reg reports, If I may add my own little bit on STIR this was a magnificent day for anyone with any interest at all in the Standard-Triumph story. Of particular interest to me was a beautiful Flying Standard I2(I learned to drive on one of these) and a fleeting glimpse of a 1½ Litre SS Jaguar similar to a car my father ran through the latter part of the war(except his was a drophead). It was fun to see the one-off TRX in the flesh and the ditto Triumph Fury (that really was a beauty, pity it never went into production), but the real stars of the day to me were the 'ordinary' cars produced in their thousands and brought motoring to the masses. Given such a background one can only wonder how British Leyland have gone wrong! What will our sons and grandsons collect in 25 years time, the new TR 7, the Allegro, the Marina? I doubt whether any will still be around by then! Is it really the public which demands all these throw-away grot-box efforts, or is it the manufacturer who tells us that this is what we need. Shades of George Orwell, 1984 is not far away!

The request for letters to Chairman regarding what members really want from the Club brought a 100% nil response, although one member told me he would like more historical data on the 'Flower in particular and Standard Triumph in general. The Committee is approaching a well known member to act as Club Historian and Archivist, but I do not yet know whether he will accept. In the meantime any member of the Committee will be pleased to receive information, copies or, dare I say, originals of any articles, advertisements or what have you to add to the Club Museum!

Finally, al though I am quite happy to carry on as Editor providing members will bear with a somewhat random timing of publication, if anyone is bursting to have a go please feel free to offer, I do not hold a monopoly on the job, and I'm beginning to run out of ideas!

Roy Bussell
'Pinnocks'
July 1976

Hon. Secs. Corner

First of all, welcome to new members Mr. L.S.Cartwright, School House, Bridge Cross Road, Chase Terrace, Walsall, Staffs. and Mr. J.Scholes, 117 Poulton Road, Blackpool, Lancs. We now have our first canary yellow Mayflower. See also Page 6. Greetings all.

Donations towards the replacement duplicator now exceed £40 and your Committee is grateful indeed. Note however that the box is not yet closed! Contributors so far have been:-

C.Issacc	Miss p. Abbott	C.Holt
Mr.Carr	W. Wolentarski	B.Bishop
Mrs.McMillen	Mrs. M.Fisher	G.Perera
A.Rodgers	R.Arnold	K.Williams
H.Baxter	P.Jackson	R.Jenkins
E.Davies	W.Frobenius	M.Bath
Mrs. E.M.King	D.Walton	(may be more by now, Ed.)

Car Badges Sorry you are having to wait so long, but dont despair!

Publicity

We had a really super write-up in our local paper, The Western Daily Press. Reporter Beverly Hawse filled half a page under the title 'Mayflowers set on the Road to Survival'. The article included a fine picture of four local Mayflowers and their owners. This is wonderful advertising for the Club and results in yet more members. The Birmingham Sunday Mercury has also written about the Club and the car.

New members are still joining us from America through the publicity afforded us by Dick Langworth of the V.T.R.

Mayflower Club Ballpoints.

We can supply now an attractively coloured ballpoint pen with Triumph Mayflower Club discreetly inscribed upon it in gold. We sell them to you at 10p each which provides a small profit margin which goes into Club funds. You can resell to your friends or workmates, or use them yourself. Our Minute Sec. Phil Hall has sold over 200. A marvellous effort Phil, will you take another 200?

Those of you who came to our ~~first~~ rally last year will remember Bob Train who so ably did the P.A. system. He has not been well and has recently come out of hospital. We all wish him a speedy recovery and hope he will be able to join us on Sept. 12th at Dodington.

We still need ideas for fund raising- how about some ideas from the ladies.

Subscriptions were coming in in dribs and drabs but have now practically dried up (perhaps its the drought). Any members who have not renewed are asked to do so as soon as possible as the Rules automatically cause your membership to lapse by about now! It is suggested that members consider placing a standing order on their bank. In due course a suitable form will be made available.

Seat Belts.

A member has enquired about the impending rules about seat belts and our information so far is that older cars, like the 'Flower, will be exempted. If you want to fit them anyway we suggest that sports car practice of anchoring the shoulder end to the substantial piece of body plate just below the front of the rear windows, behind the door latch plate, be considered. The pillar above hardly looks man enough for the job. The floor end should present no difficulties.

Cirencester Car Club...Cavalcade of Transport...Sunday 25th. July

Entries to The Secretary, D.Plummer Esq., 23, The Avenue, Cirencester Glos. GL7 IEJ

Eileen Mills

Rally Secs. Notice Board.

On Easter Monday- 5 Mayflowers (one from Bournemouth, well done Nick!) I renown, I Morris Minor, I Triumph I500 and I Hillman Imp met at Tewkesbury for the run round the Vale of Evesham. We duly set off at about 11.05 calling at Buckland Manor, where we visited the craft shop and walked around the beautiful grounds. Moving off nearly an hour later, everything was fine until we hit Broadway- apparently all the world and his wife were converging on Broadway. As it was getting near lunchtime we took a diversion round the village to Willersey where we stopped at the New Inn for a good country pint (Donington Brewery real ale! Ed.) The kids enjoyed the lawns too! When the time came to move towards Stratford on Avon some of us went missing, and due to the amount of traffic our long-distance friends decided to move towards home. The remaining 3 cars travelled together to Burford before going their separate ways. Although it was a very nice day, and those of us who ventured out enjoyed ourselves, I think we should try something more static next year!!!

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Sunday May 16th. dawned with the sun shining and four Mayflowers headed up the M4 towards Newbury. Unfortunately Ted Berry's car felt tired and needed a rest, so we left it at the service area to be collected on the return journey. He has since needed a complete engine rebuild. Oh!, the joys of motoring. Anyway at the Donnington Castle Inn, Roy was waiting to greet us with a broad smile and his Renown, duly posted as 'Rally Office'. After booking in and receiving our instructions we had some lunch, and were then sent off on the timed run. The route took us through 25 miles of lovely Berkshire and Hampshire country to arrive at 'Pinnocks' where a most enjoyable time was spent chatting, supping tea and repairing cars. Does anyone know the correct gap setting for points and plugs!!!! (There seems to be some conflict of opinion in the Driver's Handbook and the Workshop Manual)

Malcolm Bath won the timed trial (again), and was presented with a small cup for his efforts.

I would like to thank Roy and his wife- also Robin- for putting on a splendid outing for us.

(And I in my turn would like to thank Phil, Robin and my wife Ray for manning the check points and helping with dispensing tea and so on, and also thank the nine cars and crews (even one from Northern Ireland, good show Sgt. Gain) for coming and making it all worth while). And while I am at it, Reg, many thanks to you for the Easter Monday run. Ed.

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Regional Events

Will anyone who wants to run a local gathering in any other area please let me or Roy know so that prior notice can appear in Flower Power, or if you have held one let either of us have a short report for publication.

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The Standard-Triumph International Rally....June 26th. 1976

Saturday 19th June was a terrible day- raining, believe it or not! but Sunday dawned with the Sun trying to shine, which it did the rest of the day accompanied by a rather cold wind.

Twelve Mayflowers turned up at Weston Park, Shifnal, to join the array of other Triumphs and Standards for the big day, a total of 157 vehicles being on parade.

The awards for Class 5, Mayflower, were as follows:-

Distance Award..... R.Arnold, Peacehaven, Sussex.
Driving Tests..... R.R.Bussell, London
Concours.....R.Varney, Bristol.

Full results of all classes can be provided if wanted, send SAE.to me.

The Supreme Champion for the day was a beautiful I800 Roadster owned by Mr. J Shaw of Fawkham, Kent.

All the prizes were presented by the Earl of Bradford, whose lovely home Weston Park is.

Many thanks to all our members who assisted at Rally Control and in

missed a day to remember!

Anyone for New York in 1977?!!!

Reg Varney.

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Since Reg provided the foregoing, advance notice has been received of STIR No. 2 at Bridgehamptom Racing Circuit in New York State with visits to Long Island Automotive Museum, an autojumble and an awards banquet in late July 1977. The event will be organised by the Vintage Triumph Register of America.

Anyone interested in going should write BEFORE the end of Sept. 1976 stating numbers of adults and children (under 12 at end of July 1977) and enclosing an SAE to J.R.Davy, Popehill Cottage, Draycote, RUGBY, Warwickshire. CV23 9RB.

It is anticipated that the trip will be by special charter flight to Kennedy Airport and will probably be costed on the basis of return flight and 5 nights in hotels with continental breakfast, twin bedded rooms and to include coach transfers to the various events taking place. You will need a passport, visa for USA and a smallpox vaccination certificate issued within 3 years of the departure date.

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Dates for your Diary

July 25th.....Cavalcade of Motoring, Cirencester Park, Glos.

August 22nd...Razor Edge Club Rally, Burford Wildlife Park, Oxon.

August 22nd...7th. Cavalcade of Motoring, Barwick Park, Yeovil.

September 12th..Mayflower Rally, Dodington Park.

September 26th..Treasure Hunt or similar, 'Pinnocks', Tadley,Hants.

Odds and Ends

A lady member (her name has not been made known to me) feels sure that she has seen Ernie Wise's Mayflower, RUB 60, in the Leeds area.

Terry Mills seeks a Renown Parts Book-anyone have one for sale?

Roy Bussell seeks a new home for his Renown (at a price of course, Rob says ask £385) feeling he needs a change. Ring Tadley(Hants) 4643.

Robin has sold his TR. This is his first sale and is still causing him pain. No doubt he will soon seek another but in the meantime his Flower returns to service. This, he says, he can never part with!

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"WHAT DO YOU MEAN, I CANT JOIN THE MAYFLOWER CLUB ?"



a colour coating. It is manufactured by The Clausen Company, 1055 King George Road, Fords, New Jersey 08863, USA. A report in 'THE FLYING LADY', journal of the Rolls Royce Owners Club (of the US) said it worked well on well backed leather, e.g. on door panels etc., but not so well on flexing leather. Nevertheless the general appearance of old and worn leather was better than before treatment. We do not know of a UK supplier or what the price would be including transit. If anyone follows this up perhaps they would let us know the result.

Has anyone tried any of the saddlery preparations like 'Hydrophane'. This is an oil for painting on harness and so on to protect and soften. It is completely absorbed and does not stain clothing. It works wonders on daughter's pony saddle, but I've not yet risked it on my Renown upholstery. Ed.

Door Locks and Dirt..... Readers may remember Chairmans tale of woe on the difficulty of getting at Mayflower door locks for cleaning and oiling. He now reflects that it is not necessary to take off everything, one screw on the door handle being sufficient to allow entry.

TRIUMPH MAYFLOWER CLUB

SECOND

NATIONAL RALLY

DODDINGTON PARK 12TH SEPT.

CONCOURS, GAMES, SPARES STALL
CHAT AND GOOD FELLOWSHIP
PLUS

ALL THE FACILITIES OF DODDINGTON
STATELY HOME, - RESTUARANT,
BAR, SHOP, CHILDRENS AREAS
ETC.

SEND OFF REPLY SLIP TO
RALLY SEC NOW!

JUST OFF THE M4 AT JUNC. 18 (A.46)

A REAL FLOWER POWER!!!

Mr. C.R.Holt (hope that is right, Ed, apologies if not) of, would you believe, "Big End", 50 Appleton Road, Heaton Chapel, Stockport. sent me two items of interest. The first concerns the village of Standish which on a September night some five years ago celebrated the 350th anniversary of the historic voyage of the Mayflower. Whilst the reason for this may seem obscure, the point is that one Myles Standish, mercenary soldier and organiser of the Mayflower expedition may well have come from the village. Mr. Holt comments that things like rotary and working mens clubs, and lots of the houses include the name 'Mayflower'.

The second item concerns Mr. Holts own 'Flower. First bought by 'Grandad' the car has now done 350,000 miles, most of it for the business which is, wait for it, FLORIST!!! continued..

a day on the road in 23 years. It is now on its 5th. engine, 2nd. gear box and 2nd. back axle. There is not much of the original left except the body. It is still used daily but now shares the night shift with Mr. Holts 1946 Alvis. Even so he can say that his Mayflower has been Flower-Powered for over 20 years!

Is it not said of some of the Dakotas still flying, and there are a few, that the only original bit left is the makers commission plate!!
(Sorry, had to get that in, Ed.)

Special Tools for Hire

Members will recollect the details of special tools for the Mayflower designed by Eric Turpin (commonly known as Dick, I wonder why?). Well David Whyte has made a set in solid stainless steel and presented them to the Club. These are the rear spring bolt remover, ball joint splitter and a steering arm puller. These tools can only be described as magnificent. They are available to members at £3 deposit, £2 returnable. (I take it that is each, not all three, Ed.)

Workshop Manuals

We have been in touch with a publisher and if we can guarantee a substantial order, minimum 100, he will proceed. The manual will be a proper printed job, not a photocopy, and will include Body and Underframe Repair sections. Provisional price £5-6. Anyone interested in taking advantage of this fabulous offer, please write to Terry Mills.

"The Vintage Triumph"

This splendidly produced magazine for all Triumph enthusiasts covering all models 1923-66, beautifully illustrated and with original articles on history and restoration, technical aspects by top British and American authors is now available from the Vintage Triumph Register UK office. A years subscription covering 6 issues costs £4-50p. Send your cheque to :-

VTR-UK c/o Mrs E Mills
33, Woodside Road,
Kingswood, Bristol.

A special issue is being made on the Mayflower, which should prove to be extremely interesting.

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More New Members



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SPARES SECTION

CARS FOR SALE

1953 Mayflower NO PRICE GIVEN

Complete and sound but not road worthy, also spare engine and gear box.

Gerrard Hill, The Morepath Tower, Naworth Castle, Brampton, Cumbria.
Tel: Branton 2171.

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1953 Mayflower NO PRICE GIVEN

Black, 68,000 miles, Reg. No. PRL 222.

S.P. Williams, 22 Manor Park, Donsland, Yelverton, Devon.
Tel: Yelverton 2015.

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REASONABLE OFFERS

1953 Mayflower:

SILVERGREY Good condition. No M.O.T. 59,000
Tel: Cinderford 0594 - 22992 (EVENINGS)

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1953 Mayflower NO PRICE GIVEN

Black. Unused for four years.

P.S. Jones, 55 High Street, Dilton Marsh, Nr. Beckington.
Tel: Westbury 2825

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1952 Mayflower £450 o.n.o.

CONIFER GREEN. Reconditioned throughout 6 years ago.

D.J. Locket, 31 Woodland Close, New Duston, Northampton.
Tel: 0604 - 51910.

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1952 Mayflower £200 o.n.o.

Reg. LVC 311. To be viewed at:-
Priory Cars, Scribers Lane, Ham Green, Birmingham.

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1952 Mayflower £80. o.n.o.

In good mechanical order. Perfect runner. Four new tyres fitted.

L.M. Dix, 6, Lomerlodge, C.F. Armitage, Nr. Rudgley, Staffs.

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Mayflower RAE 178 £100. o.n.o.

J. Beer, Station Way, Evercreech, Shepton Mallet.
Tel: Somerton 72108

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Renown 1951 NO PRICE GIVEN

In constant use and good order.

D.A. Lewis, 4, Vine Cottage, Lower Billbrook, Minehead.

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Renown

No details or price given.
Dickinson, Bushton, Watton Bassett.

Tel: Broadhinton 501.

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FOR SALE

1937 Vitesse PRICE 250 o.n.o.

Four door saloon 14/60 4 LT
13-9 Horsepower Reg. Aug 21st 1937 CYD 393. All dismantled in pieces
but everything there.

Contact: John Cunningham, Littlemore Farm, Mark, Somerset.

Tel: Markmore 300.

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New Spares Obtainable From:-
A.M.S. Chesterfield Derbyshire,

Cylinder Liner	210 SN2	ea.	5.18
Piston	SA 151	ea.	5.79
Ring Sect.	SOS 527		6.20

Vandervell Bearings

Con Rod	VP 430		
Main	VP 431		
Thrust Washers	VFW 191		Price depending on size required.
Small end bushes	B 3472		

Tranco Valves

Inlet	2594	ea.	1.42
Exhaust	2595	ea.	1.75

Tranco Guides

Inlet	G 440)		65p. ea.
Exhaust	G440)		
Carburettors R.275-30	FA 10-2	ea.	12.00

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A.J. Johnson, Paradise Rd, Downham Market, Norfolk.

F/Shock Absorb		£10.30
Rear		10.30
Seal Rubber Rear Quarter Light	800220	1.90
" " " " " "	" "	2.15
Petrol Pump	200141 (XP0196)	8.96
M/Cylinder (Brakes)	300868	9.91
Thermastats		1.72
Seal Steering Box	(58615)	18
Thrust Release Bearing	501009	No Price

Long Electrical EMG Ltd
6-10 Gouton Lane, Manchester.

Wiring Looms New

Mayflower £27.00
Renown 1951 2,000 26.00
Prices include V.A.T. a P.P. Delivery 10/14 days.

Cable is P.V.C. insulated and the loom P.V.C. tape covered.
10% discount on orders 10 or more. Please contact Terry if interested.

Motolympice, Welshpool, Wales. 0938 - 2327/ 28
68

Brake Linings, Brake Hoses, Brake Cables, Speedo Cables
Silencers, Gasket sets, Pistons, Timing Chains Valves.
.....

Speedy Cables, London Ltd.
10-12 Gaskin St, London. 0/226-9228

Repairs to and new

Brake cables, speedo cables, throttle, clutch.
Repairs to: Speedometers, new counters, clocks. At reasonable prices
.....

MANUALS FOR SALE

Wolsley 4/44 and 15/50
Workshop Manual price £2.50. Kindly given to the club by:- M. Tidball,
South Brent.

Inquiries - write to Terry.
.....

Brand new copy for Hillman Minx.
Series I, II, III, IIIA, IIIB, IIIC.

1956 - 1962 Also Husky Series
I & II 1958 to 1962
Contact Peter Burdge, Yatton, Bristol. Tel: 833338
.....

WANTED

Mayflower Must be in very good condition or concours.
No. time waster please
Price not important
Contact:- P.E. Anderson, 12, Woodstock Avenue, Slough, Berks.
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WANTED

Rear bumpers 1951 Renown.
Commison No. TDB 3623DL.

Contact Terry.
.....

Second Hand Items for Sale

Mr. Cartwright has for sale (reasonable) front shell - quite good condition.
One new side grill. Offers.
Tel: Burntwood 2645.

Second hand spares for Mayflower.
Available from:- 3, Malcolm Road, Woodside Green, London.
Tel: 01-654-7702

Engine - less head)
Gear box radiator) All for Mayflower
New clutch pressure plate) £20.00
Contact Bob Peters, 133, Carnation Rd, Strood, Kent. ME2 27F

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Helpful Members

Anyone requiring details of prefabricating sills for the Mayflower
Contact:- David Whyte, 24, Edgell Street, Dundee DD5 3JJ
who will be only too glad to help out.

New Stock Held by The Club

4 - Brand new jacks .Part No. 200 339 ea. £3.50
2 - New Carbs " " 30 FA1 12CB £8.00
Suitable for Flying Standard 12 ea. £8.00

BARGAIN OF THE YEAR

We are waiting delivery of a certain number of front bumpers for the Mayflower.
Part No. 800131 £15.00 plus postage.
Also possibly new overiders.
Parts No. 700108 £3.50 ea. plus postage.
3 Brand new gear boxes £17.50 ea. plus carriage.
All orders direct to Terry please.

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Included in our next newsletter will be a spares questionair
to enable the Spares Department to put buyer in touch with seller.
At the moment cylinder heads are in extremely great demand and if any
available and in reasonable condition they will be received gratefully.

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MAINTAINING A MAYFLOWER.

Keep your ten-horse Triumph in top condition with NORMAN DAVIS hints.

In the three years between 1950 and 1953, the Triumph Mayflower made more friends than perhaps any other small luxury saloon in the same period of time.

One of its most endearing characteristics is its trouble free performance. But, much after 40,000 miles, the car will need a certain amount of attention. I recently checked mine up thoroughly and the points raised in this article should bring any Mayflower back to "as-new" condition.

Top overhaul is, in common with most side-valve engines, fairly straightforward although slightly complicated by the high wing valances which necessitate all but the tallest person standing on a box to reach the unit.

Dismantling entails draining the cooling system, disconnecting the battery and then removing the air cleaner which is best achieved with the brackets still attached to the cleaner. The carburettor controls are disconnected, the petrol pipe uncoupled from the carburettor, the exhaust pipe detached from the manifold and the ventilation pipe fitted between the manifold and the tappet cover plate removed.

It is then possible to remove the two bolts and the two nuts holding the manifold to the engine after which the manifold can be lifted away complete with the carburettor and the manifold drain pipe. The only precaution necessary is not to tip the manifold downwards at the front as it is possible for the little restrictor valve to drop out and be lost. The valve is fitted in the drilling for the ventilation pipe and without it the engine will not idle.

It is worth checking that carbon has not formed between the stainless steel trembler pin and the washer which forms the valve as this is prone to blockage which can cause excessive crankcase pressure; this in turn will account for oil leakage, especially from the rear main bearing.

A sure symptom of no ventilation will be the formation of rust inside the oil filler cap and in the inlet ventilation pipe fitted between the filler and the air cleaner. If it is ever necessary to clear the hole in the valve always use a No.60 drill (0.040in.dia) as this controlled air leakage is compensated for in the carburettor settings.

The cylinder head is removed after displacing the top water hose, the petrol pipe clip fitted on the forward thermostat stud and the cylinder head nuts. Some difficulty is frequently encountered in removing the expansion bulb of the thermostat from the rear face of the head due to corrosion and in no circumstances should any effort be made to pull the capillary tube unduly as it is very fragile.

If the application of a penetrating oil does not free the corrosion, try removing the square-headed plug at the rear top face of the head (or the heater hose adapter, if fitted), when it is often possible to gently prise the end of the expansion bulb with a pencil until it is free.

If the bulb is absolutely immovable, remove the cylinder head with the capillary tube attached as there is sufficient slack in the tube to enable the head to be rested on the offside wing. Here the head can be decarbonised but be sure to protect the wing with an old coat if you value the paintwork. The distributor is best removed by taking the two nuts securing the pedestal bracket away after which the distributor can be lifted off as an assembly. The adapter fitted between the drive shaft and the distributor can easily be lifted out of position.

Removal of the tappet cover plate, reveals the tappet blocks and the distributor/oil pump drive shaft. It is best to remove the tappet blocks but before this can be done it will be necessary to displace the drive shaft abutment bracket which is secured by two small bolts to the side of the

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MAINTAINING A MAYFLOWER CONTINUED.

The cotters used are peculiar to the manufacturers and consist of a circular plate with a central hole through which the valve stem passes. There is an adjoining larger hole which breaks into the central hole and the method of removal is to compress the valve spring until the cottoer is in line with a portion of the valve stem which is of reduced diameter. The cottoer is then pushed side ways so that the valve stem slips into the eccentric hole after which the valve spring is decompressed.

The principles of decarbonising have been frequently discussed in CM before and any further description would only be repetitious but, if the faces of the tappet adjustment screws are badly indented, they should be replaced or alternatively the unworn perimeter can be removed with a grindstone or with emery cloth. Remember, worn tappet screws make tappet adjustment impossible.

Be sure not to overtighten the tappet locking nuts as it is fatelley easy to crack the cast iron tappets. Before refitting the manifold, check that the drain pipe is not obstructed as this can cause difficult starting when the engine is hot. The drilling in the manifold often becomes choked with hard carbon and can be cleared with a No.60 drill.

Fitting pistons, oil control rings or big end bearings is possible without disturbing the cylinder head, the dismantling procedure being as follows.

Drain the oil in the engine and remove the sump after which the floating uptake for the oil pump can be dismantled by removing the cottoer pin. With the sparking plugs removed, the big-end cap on the connecting rod can be displaced after taking off the two split pinned nuts.

To remove the piston the big-end is raised slightly out of engagement with the crankshaft journal and then moved towards the offside of the engine. The crankshaft is then turned through 90- so that the journal points towards the nearside. It is then possible to lower the connecting rod until the piston is clear of the bore when it should be moved to the offside of the engine. If the crankshaft is then slowly rotated to bring the journal to t.d.c. it will be possible to lower the piston through the constantly varying space between the crankshaft and the cylinder block.

OFFSET BIG-ENDS.

Note that the big-ends are offset to the connecting rods. The correct position when refitting is for the wide offset on each pair of rods to face each other. Nos,1 and 3 face rearwards while Nos.2 and 4 face forwards. No.1 cylinder is nearest to the radiator. Pistons must be fitted so that the split skirts face towards the nearside of the engine.

The oil pump floating uptake should be thoroughly washed in petrol prior to refittment as it is possible for the coarse mesh gauze to become choked and in severe cases this can cause a reduction in oil pressure. When refitting the cottoer pin to the oil pump, be sure to see tht the uptake is not prevented from moving through its full range of movement due to the legs of the cottoer pin fouling.

Such troubles can result in a loss of oil pressure except when the oil level is full and even then there can be a momentary loss of pressure when cornering.

The only adjustment required to the clutch is made be lengthening or shortening the bottom operating rod of the linkage so that there is lin.lost motion on the clutch pedal. One can easily be misled by the pedal not being fully returned to its full rearward position on this method as there is a tendency for the return spring to be rendered ineffective because of the clamp which secures the front of the spring moving rearwards on the top operating rod of the linkage.

The cotters used are peculiar to the manufacturers and consist of a circular plate with a central hole through which the valve stem passes. There is an adjoining larger hole which breaks into the central hole and the method of removal is to compress the valve spring until the cotter is in line with a portion of the valve stem which is of reduced diameter. The cotter is then pushed side ways so that the valve stem slips into the eccentric hole after which the valve spring is decompressed.

The principles of decarbonising have been frequently discussed in CM before and any further description would only be repetitious but, if the faces of the tappet adjustment screws are badly indented, they should be replaced or alternatively the unworn perimeter can be removed with a grindstone or with emery cloth. Remember, worn tappet screws make tappet adjustment impossible.

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A simple way of overcoming this is to unhook the spring, slacken the clamp and retighten after repositioning with a small split pin or a small piece of tin interposed between the clamp and the rod.

MAINTAINING A MAYFLOWER CONTINUED.

This is really worth the effort as un-necessary wear occurs when there is no lost motion and even the weight of the pedal can accelerate wear on the carbon release bearing.

After many thousands of miles it is not unknown for the top operating rod to fracture and to obviate this the makers have modified the set up by using a double link and clevis pins instead of a rod. This is certainly worth fitting if trouble of this type is experienced or as a precautionary measure in the event of the clutch action having become unduly heavy in action.

When it is necessary to overhaul the clutch the gearbox must be removed from underneath the car as there are no detachable floorboards to facilitate its removal from inside. This is achieved in the following way, leaving the engine in position.

GEARBOX REMOVAL.

Disconnect the battery, drain the radiator, remove the top water hose and disconnect all attachments to the engine which will restrict its movement. The car must be jacked up as high as possible and the body securely supported on stands- better still if a pit or ramp can be used. It is then necessary to remove the propellor shaft, disconnect the speedo cable, the clutch linkage and the gear change cross-shafts.

The supports for the exhaust system should also be freed to prevent any strain from being imposed. Using a block of wood to protect the sump from damage, use a jack to support the engine while the two bolts securing the gearbox bearer bracket to the body are removed- the right hand bolt also secures the pivot bracket for the clutch linkage.

The jack is then lowered until the engine wedges itself in its compartment when the bell housing and starter bolts can be removed and the gearbox withdrawn.

The clutch is a conventional 7in. Borg and Beck unit and a replacement pressure plate assembly is available on an exchange basis. When replacing the pressure plate, centre plate and the carbon thrust, do not forget to renew the cross-shaft or bushes in the gearbox if worn. Sometimes the groove in the crossshaft or the locating bolt can be worn to such a degree that the carbon thrust is no longer centralised in relation to the constant pinnion shaft and this condition can cause the carbon to contact the shaft on clutch disengagement. This in turn can effect the synchromesh action of the gearbox due to the shaft being "braked".

It always pays to renew the front gearbox oil seal whenever this is accessible as they only cost a couple of shillings but care should be taken not to damage the new seal by allowing the sharp splines on the constant pinion shaft to cut it as it is slid into position.

This can be overcome by wrapping some greasy brown paper around the shaft right up to and over the shoulder at the rear end. Also check the square headed taper bolts securing the fork and lever to the operating shaft in the gear box as these can break or come loose thereby allowing the relationship of the parts to alter.

A sure sign of such trouble is when there is insufficient adjustment left on the clutch linkage even though the clutch plates and carbon are virtually unworn.

The most common gear change fault is an inability to move the lever from first to second gear and the basic reason for this lies in the gear change mechanism. What in fact occurs is that the gear lever is able to enter the neutral gate before the selectors in the gearbox have been returned to their neutral position. The interlock mechanism in the gearbox then prevents any other

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A number of points must be checked to overcome this condition and it may be found that attention to one or more of the following will be necessary.

MAINTAINING A MAYFLOWER. CONTINUED.

Ensure that the four rubber bushes fitted at the top end of each operating rod are not impoverished or missing. In no circumstances should these rubbers be contaminated by oil, otherwise they will deteriorate rapidly, so take care when lubricating around the gear change mechanism on the steering column.

Make sure that the wire locked, square headed taper bolts securing the trunnions to the selector shafts on the gearbox are tight as they have a tendency to wear.

Check that there is no wear in the flexible strip type connectors fitted between the selector trunnions and the gear change transverse shafts. These are riveted to the shafts but in service new ones can be attached by bolts and locking nuts.

Renew the spherical bearings on the body which support the outer ends of the transverse shafts if worn. This is really a job for the garage as welding is involved but it is worth noting that there are two extra bearings fitted on the other side of the car for use on a left hand drive vehicle and there is no reason why these should not be used as replacements.

After 30,000 miles, there may be sufficient wear in the rear road springs to allow the leaves a certain amount of sideways movement and this can result in the leaf immediately below the main leaf coming into contact with the rear shackle bracket. The result is a fairly heavy thump when cornering. The remedy is simple-you only have to remove the shackle bracket and grind or file away the excess metal at the point at which contact occurs.

Another unusual knock from the rear end is caused by contact between the offside shock absorber and the exhaust pipe clip and, here again, there should be marks to show the point of contact.

The trouble is due to the clip on the exhaust pipe being positioned too far forward, but do not be misled by what appears to be bags of clearance as this reduces when the car is loaded.

The steering and front suspension on the Mayflower seem to be very robust and with the exception of shock absorbers very little attention is normally required in the way of overhaul until very high mileages have been covered.

The steering box is fully adjustable in the following manner. Ensure that there is no end-float on the centre column and, if necessary, adjust this out by reducing the thickness of the shim pack fitted under the bottom cover plate.

Backlash on the steering wheel is then reduced by setting the steering in its straight-ahead position, slackening the locking nut for the adjuster in the steering box top cover plate and then turning the adjuster clockwise.

It is very important that this adjustment is not overdone otherwise the steering will become stiff and in time the box will be damaged. For this reason it is best to turn the adjuster as far as possible using finger pressure only. If the adjuster should be tight on its threads it is best to check results after each slight alteration. Correct adjustment is usually approximately half a turn of the adjuster back from its fully clockwise position.

Backlash or knocks in the steering can be caused by a worn slave lever. And as this cannot be serviced it will be necessary to replace the assembly. Such wear is obvious if the slave lever arm moves up and down as the steering wheel is moved back and forth.

TRIUMPH MAYFLOWER CLUB

2nd NATIONAL RALLY

SUNDAY, SEPTEMBER 12th 1976

DODINGTON PARK, CHIPPING SODBURY.

ENTRY FORM

Please use BLOCK CAPITALS.

Name Tel. No
Address
Vehicle Make Model Year HP.....
Club or Register Reg. No
Saloon/Tourer/Coupe Driving Tests: YES/NO
Distance Comp: YES/NO
Ensemble: YES/NO

Indemnity

I agree to save harmless and keep indemnified, the Triumph Mayflower Club, also the management of Dodington Park and all other individuals and organisations associated with this event, their officials, agents, servants and representatives from and against all actions claims expenses or demands in respect of death or injury to myself however caused arising out of 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

If under 18 years of age, countersignature of parent or guardian

Signed Date

PLEASE RETURN TO: REG. VARNEY, 32 MACKIE ROAD, FILTON, BRISTOL

I enclose Cheque/P.O. for £1.50 (Payable to Triumph Mayflower Club) being entry fee, including an engraved plaque and programme.

Entry to Park: Adults 50p, Children 25p (a great saving) on production of Current Membership Card. Temporary Membership Cards will be issued to entrants prior to the Rally, if not already full members of the Triumph Mayflower Club.

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