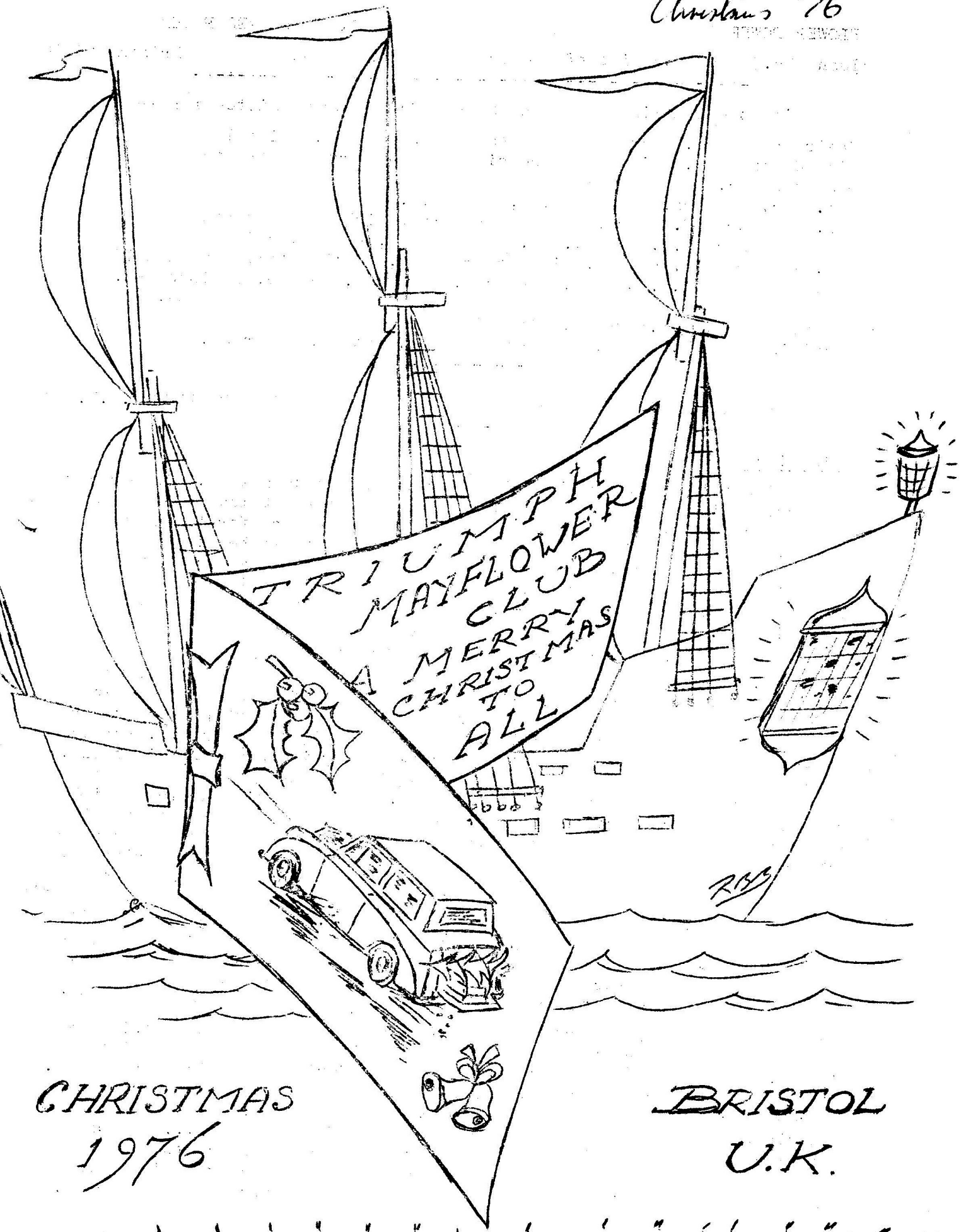


Christmas 76
TRUMPET NEWS



CHRISTMAS
1976

BRISTOL
U.K.

FLOWER~POWER

With the Compliments of the Season from your Committee for 1977

Chairman D.Goodyear, 22 Hayes Close, Newtown, Bristol
 Vice Chairman T.C.Mills, 33 Woodside Road, Kingswood, Bristol
 & Spares Sec.
 Hon. Sec. Mrs. Eileen Mills, as above.
 Hon. Treasurer E. Berry, 13, The Greenway, Fishponds, Bristol
 Hon Rally Sec. R.K. Varney, 32, Mackie Road, Filton, Bristol
 Ord. Member 1 M.Bath, 3, King Edward Road, Walthamstow, London E 17
 Ord. Member 2 R.R.Bussell, Pinnocks, New Road, Tadley, Basingstoke,
 Hants.
 Magazine Ed. R.B.Bussell, also Pinnocks
 Archivist P.Burdge, Weeping Ash Farm, Yatton, Somerset.
 -o-o-O-o-o-

WHEN WRITING ON CLUB BUSINESS TO ANY OF THE ABOVE PLEASE ENCLOSE S.A.E.

-oo-

Ed's Piece

As I write this Christmas is still exactly one month away...this becomes my first Christmas card. As it will go this year to at least 148 people and wont cost me any postage, that seems a fair return for the input of effort. Still as Chairman says in his letter, it would be nice to know what a lot more of you look like. That is one of the drawbacks of a Club like ours. Anyway good luck and prosperity to you in 1977 and let us hope that the expected mini-budget does'nt put too much of a damper on Christmas.

Despite the effects of inflation the subscription rates remain the same. ...if we can do it one wonders why so many other organisations seem to accept regular annual increases. I have a feeling that we have become so conditioned to price rises that we no longer stop to consider whether they are really justified. I bet petrol (gas to our U.S. friends) does'nt go down when (and if) the dear old £ regains some of it's value. There really seems no glimmer at the end of the tunnel yet and one wonders where it will all end, or if it ever will. I think Rob's Mayflower will soon have to be converted to one pony-power (anyone got any gash shafts?) whether or not daughter Kim concurs!! Humdrum (the pony) may also have different ideas, but he has no say, although even this is not strictly true as anyone who has been around when we are late with the hay can testify! Still the day could well come when he will be worth all the hay, pony nuts, shoeing and so on that Dad (and Mum) have stumped up for over the last five years or so. The condition of some of our local roads makes one wonder if it will be sooner rather than later. Why is it that with all our modern technology we do not seem to have mastered the problem of refilling a trench to the same level as the adjacent surface?

Enough of our woes, the time of good cheer approacheth! I have tried to make this a real Christmas issue with something of interest to all the family. We even have some articles and notes for the technical this time. My pleas for material have been answered to some extent, for which I am extremely grateful, but keep it coming. And you ladies, let me have contributions for the proposed Ladies Page in future issues...you must all have hints and wrinkles as to picnic meals, motoring clothing, what to do while the men yak about cars, yarns about journeys you will never forget, or even articles about things completely divorced from motoring.

-- oo --

Will this soon be true?

If computers had existed in the early 1800's, before Otto invented his cycle and Daimler and Benz got together, they would probably have predicted that with the population increase expected by now there would be so much horse drawn transport that we would be unable to clear away the manure. /

CHAIRMAN'S LETTER

Bristol

Dear Friends,

As I sit writing this letter to you all, I cannot help reflecting on how wonderful it would be if, just once at least, we could all meet together, all 150 odd of us from home and abroad. If only we could--just wishful thinking you say, but don't you believe it! I know it is difficult for our friends overseas and much as we would like it that is, perhaps, hoping for the moon. But how about you here at home. At sometime since you joined the Club you must have wondered who we are and what we are like as people, and why we go to the trouble that we do. We certainly wonder about you. By coming along to the various rallies and outings, and by organising some yourself in the parts of the country that are not so far well catered for, you could satisfy your curiosity (and ours), and enjoy the activities that are, after all, arranged for you.

We fully understand the problems that many of you have, like the cost of petrol and the distance you may have to travel. Would the Pilgrim Fathers in their prototype Mayflower have been daunted by such trivia? I doubt it. So why not give it a swing, boys and girls, next year, you would find your efforts so worthwhile, and make the Committee's efforts worthwhile as a result.

With this exhortation ringing in your ears I will now close my letter to you, but not before I wish you all, on behalf of the Committee of the Club, a

Very Happy Christmas and a Prosperous New Year.

Sincerely,

Sgnd. Derek.

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Standard Triumph International Rallies.

1976.... Members will be pleased to hear that the rally, which I think all of us who were there enjoyed, has now closed its accounts and remained in the black - just! This was helped by three clubs (us being one) not putting in a claim for reimbursement for expenditure incurred. We are duly thanked for this gesture. A number of the souvenir plaques and programmes are still available if anyone wants them; 40p for one of each, send cheque payable to S.T.I.R. to Colin Eastwood, 41 Hillside, Lichfield, Staffs.

1977.... John Davey tells us that the response for bookings for a charter flight Jumbo amounted to TWO, so he has cancelled the Jumbo and booked a Tiger Moth! He has reluctantly to say that there is now no chance of a package trip. Still as he succinctly observes, with only a sluggish economic recovery predicted and almost inevitably higher taxes it is difficult enough to follow our interest at home, let alone trips to the US. Still, for anyone who can make it we have the following gen:-

S.T.I.R. 2 Venue...Sandpiper Motel, Southampton, New York.

Thursday 21st. July (evening) ...Vintage Movies (Films to us!)

Friday 22nd. Timed Trials, Bridgehampton Motor Racing Circuit

Evening..Museum Tour and Cocktail Party at Long

Island Automotive Museum.

Saturday 23rd. Concours Judging and Awards Banquet

Sunday 24th. Departure 'Brunch' and Membership Meeting.

During the gathering there will be tech. seminars on spares, restoration, leather, TR and non-TR except on Saturday. All the event will be staged by the Vintage Triumph Register co-hosted by Delaware Valley Triumphs and Long Island Members. There may be some scope for UK visitors to be put up by local members. Send biographic details to J.R. Davy, Popehill Cottage, Draycote, RUGBY, Warks, before Dec. 31st with SAE. 2

The 1976 Annual General Meeting... A Brief Report by your Editor.

This year I do not propose to include a full set of Minutes but instead to give you a short report.

The meeting took place at The Royal Oak in Burford on 8th. November. Turn out was disappointing and at 1430, the appointed time of starting, only a dozen members were present. This was not even a quorum, the rules requiring 15. Fortunately a few minutes later Malcolm Bath arrived with his contingent and we were just enough! Even the Committee was under strength, both the Hon. Sec. and Treasurer being unable to attend. We hope all is now well.

Chairman kicked off by giving an address drawing attention to the aims of the Club and reviewing how well these were being achieved. He thanked the Committee and members for the help and support he had received in the past year, mentioning particularly the contributions towards the cost of a replacement duplicator. He also mentioned that he had sold his Mayflower and had wondered whether he ought to resign as Chairman. He had however been persuaded to offer himself for re-election and announced his intention to acquire another 'Flower round about Christmastime.

Terry Mills stood in for both Eileen, Hon Sec, and Treasurer Ted Berry. Eileen obviously derives much pleasure from all the friends made in person and by correspondence. We now have slightly better than 140 members, having lost some 23 along the way. Most of these have not let us know why, they have just let their membership lapse. Terry went through Ted's balance sheet (See Flower-Power No. 8, Oct. '76) and there were no queries. Both reports were formally adopted.

Reg gave his Rally Secs Report which reviewed briefly the fun we had had in the past year but bemoaned the poor support at rallies. The loss on the Dodington Rally was much bigger than at first thought, being over £40. He hoped we would do better next year when, without STIR to clash with we could select a better time of year. Attempts at regional gatherings had also been disappointing, Mrs. Minsall had tried in the North Midlands but no-one had got in touch with her at all. He reported that Leyland Historic Vehicles Ltd. now have a Mayflower in their collection at Donington. We may arrange a 'do' their for the 25th. jubilee of the model. Reg's report was also adopted.

Terry's Spares report followed. We had spares in hand valued at over £380, having during the year bought £700 worth and sold £637 worth. We were doing well as a dollar earner through the sale of spares to our US members. Response to the questionnaire with the last issue of FP had so far been poor, only 3 having been received. New spares were becoming more difficult to find and prices were rising as vendors realized their worth. Terry's report was adopted.

Next, as no other nominations were received, on a motion from the floor the entire Committee and Officers of the Club were re-elected en-bloc. On the question of Auditors, those used last year had charged a fee so the Committee were empowered to seek auditors from within the Club who would examine the books for free!

Following this, after due discussion of explanations from me as to what they were all about, the proposed rule changes were all formally adopted. This means that we now have a class for Honorary Members, and have given up our power to have a Renown Section. We also now empower the Committee to appoint a Historian, which if you read the last issue of FP you will see they have already done in the excellent choice of Peter Burdge. (To whom welcome to the Committee!)

We then set to to a good natter over sandwiches, sausage rolls and tea.

I should add that I was given the opportunity to make a statement but this became mainly a plea for contributions. Helen Bath asked for a Ladies Page and was promptly asked to be the first contributor, and Alan Fenton asked if an index of FP could be issued from time to time and for a

AGM Continued.

Back numbers service to be arranged. Both will be adopted, although it may be necessary to make a charge for photo-copying. It largely depended on the demand.

Another item which emerged was that very few requests for reprints of the workshop manual had been received, nothing like the numbers needed for this to be economically viable. Other avenues would be explored. Similarly the process of getting cylinder heads manufactured was proving to be a complex one but was still being pursued... dont give up hope. Particularly short also are trafficators and hubcaps. If members have any 2nd. hand ones for disposal, let Terry know. Most trafficators are interchangeable, only the backplates being different, and hubcaps of any condition will do for replating as long as they are not too seriously pitted or bent. (The posh may prefer to call the hubcaps by the more obscure term 'nave plate'... what is a nave?).

Phil Hall produced some interesting information regarding ways of circumventing the high cost (for our small numbers) of desirable things like Club ties, window stickers etc. which was referred to the Committee, more news later.

One final and most important point that was aired was that many members may not come to rallies and so on because they feel that their cars are not up to standard. This does not matter one little bit!!! For many if not all of the functions we do not mind what your car looks like or if you come in the firms Rolls or whatever. We want you to use the Club as a club, not merely a place to get bits and pieces. It is you we want to see, you would be surprised what a load of good fellows we are!!

Woops!! I've just remembered some more! Someone suggested that a list of members prepared to help others who break down in their area be made up and circulated. Two points arise here, one being that to carry out a survey of members, if our usual rate of response to such queries is maintained, would not be much use. The second was that we would hope that any member would help another in difficulty. Thus, as occurred about a year ago, a complete list of current members will be drawn up and in due course circulated. Hopefully we are all good Samaritans!

I'm sure there was something else.....no, it's gone. If I remember I'll have to stick it in somewhere else.

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Why 'Mayflower'?

The Question has often been asked how our delightful model got it's name. Although the fine detail is probably lost in the mists of time, it does follow a certain trend in Standard Triumph model names of the times The link, of course, is the SEA. Thus both the Renown and the Vanguard were named after warships, both of the steel and wooden wall variety, whilst the names Pennant and Ensign have obviously similar connotations, but all with something of a naval flavour. I would not have thought of the Mayflower as a warship, but it certainly floated!

RBB

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Flower-Power.....You may have noticed that your mag. now only plops through your letter box 4 times a year. There are two reasons for this, the first being that it is difficult to get material and the second is that it costs about £20 per issue in paper and postage. We hope members prefer this to a rise in subs. Ed.

Answers to Phil's Christmas Quiz...not to be read until AFTER you have tried to find the answers the hard way. The quiz is on Page 9
I/Renown 2/Lotus 3/Standard 4/Mayflower 5/Vanguard 6/Morgan
7/Marcos 8/Ford 9/Morris 10/Mustang.
Answers to Phil's Christmas Quiz.

Hon. Secs. Corner

from Eileen Mills.

Firstly, welcome to more new members:-

The brass plaques from this year's Rally are still available at 40p each. Car Badges (the Club's elegant standard fitment) are available at £2-15p each. These make very nice Christmas presents, there should still be time to drop your wife a hint!

The V.T.R. Issue No. 10 is a must for Mayflower owners!! This is a special Mayflower issue. Contains everything on the model. Price 75p, write to me if you want one, stating Issue No. 10.

The Vintage Triumph Register (of America) mag. covers Triumph Cars from 1923 to 1967 and is illustrated and written by top British and U.S. authors. It is soon to be in colour. Write to me if you are interested, the current rate is 6 issues for £4-50. (£6 outside U.K.)

Things have begun to slow down a bit now that Winter has arrived, so I'm having it quite easy at the moment. Still if a lot of you take up the offers above I should find things not so quiet again!

Good Wishes to all for Christmas and for 1977.

Eileen

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Is Your Mayflower the Right Colour??? by Frank Lane

Paint news for the purist and the Mayflower owner who must have it right!

These are the manufacturers references for the authentic colours of the Mayflower (plus Black) and the formulae for two of them (I have not been able to obtain the last one).

The makers are General and Industrial Paints Ltd. of 28, Wadworth Road, Perevale, Greenford, Middlesex, and the paints can be ordered through factors.

COTMAN GREY

Cellulose Ref. 228490
½ hour Synthetic Ref. DY I6769
Gipgloss Ref. GL I6769

Formula.

TXGL.47/I	Dark Grey	79%
TXGL.I8	Yellow Ochre	13%
TXGL.86/I	Pink Oxide	4%
TXGL.47	Black	4%

COMET BLUE

Cellulose Ref. MX 22723i
½ hour Synthetic Ref. DY I5386
Gipgloss Ref. GL I5386

Formula

TXGL.47/I	Dark Grey	65%
TXGL.I/357	Light Blue	26%
TXGL.76	Purple Oxide	6%
TXGL.69	Fast Purple	3%

JADE GREEN (METALLIC)

Cellulose Ref. 228I27/M
½ hour Synthetic Ref. DY I6423/M

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REWOLFYAM.....a Mayflower in reverse? (sorry about that, Ed.)

Here is a quick one for the Ladies, from Ed. It sounds most peculiar, but Oh!, I can feel my taste buds wriggling at the thought of it...

Fry one round of bread per person to a nice crisp golden brown (use new lard or corn oil) and drain off (ie we dont want a lot of soggy fat!)

Spread each piece of fried bread generously with lactic cheese (St.Ivel or Philli)

Slice bananas lengthwise (about 3 for each 2 pieces of bread) and place on the fried bread, (on top of the cheese), covering completely.

Put under grill or in oven just enough to take the chill off the banana but not enough to start melting the cheese.

Squeeze (or squirt) a little lemon juice on the bananas and serve immediately. Try to serve with the bread still piping hot.

Some people grate a little yolk of boiled egg over it ..I've never fancied the thought.

Try it. It is astonishingly good! -- oo --

Roy.

To Him Who Seeks, All Will Be Revealed.....or words to that effect.

A note by Frank Lane about Mayflower Front Wings.

I wonder if all Mayflower owners are aware of the sealing panels fitted underneath the front wings to protect the underside of the wings (fenders to our US friends, I think, Ed.) from water, grit etc. thrown up by the front wheels.

Personally I was'nt until close inspection through the mud and underseal revealed several self-tapping screws holding the panel in position, with a rubber seal abutting the inside of the wing (or mudguard, to use another term, Ed.).

The panels on my car were rusted and broken away so after much application of Plus- Gas (a very penetrating fluid for loosening rusted bolts, screws etc. for those who are unfamiliar with the name) I was able to remove the self tappers and the panels (what was left) and remake from aluminium sheet.

The real point of this article is to advise members that I collected half a bucketful of what I can only describe as 'silt' from behind these panels, accumulated I imagine through the lifetime of the car. The tell-tale is rust showing through the lower part of the wings where this deposit rests.

-- oo --

Gearbox Operating Transverse Shafts--Rebushing the Brackets.

David Whyte of 24, Edzell Street, Dundee DD5 3JJ has sent Terry Mills a crafty tool to enable the spherical plastic bushes in which the outer ends of the transverse shafts sit to be replaced without welding. I presume this is available on loan from Terry if you pay the postage. The original bakelite bushes may be difficult to get, if at all, and David says he could make up some nylon ones as replacements. Write to Terry in the first instance.

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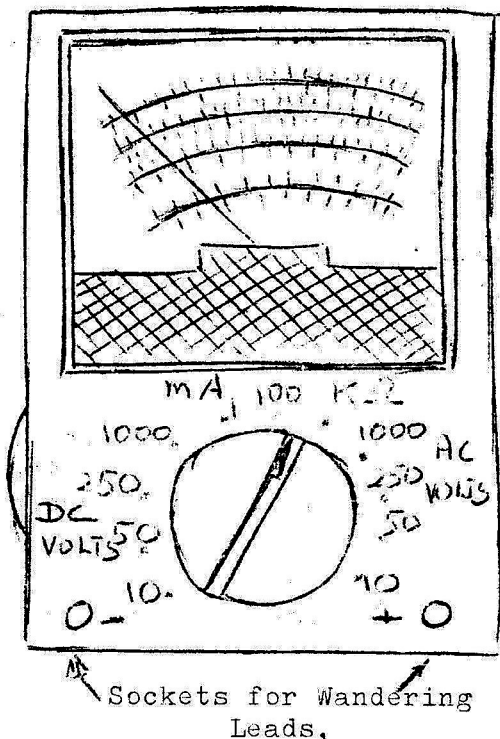
CLUB PENS CLUB PENS CLUB PENS.

The Club ballpoint pen, a neat plastic two-tone model, (white and a tasteful combination), writing blue, with Triumph Mayflower Club discretely engraved in gold, are available from Phil Hall, 75, Morley Rd., Staple Hill, Bristol BS16 4QY at 10p each. Please order in multiples of 10, enclosing payment and an 8½p stamp. Overseas members please write to Phil first for details of postage. These really are handy pens from which Club funds make a slight profit. Buy in bulk for resale to friends and workmates.

The Multi-meter and the Car Enthusiast.

Most of us have, at one time or another, been faced with a failed circuit or an extensive rewiring job. No doubt we have all tapped wire ends onto some convenient piece of bare metal (if we could find one sufficiently paint or rust free) to get a spark. A 12 volt lead acid battery packs quite a wallop and the chances are that at times we have all blown fuses, melted insulation, burnt chromium or fingers in this way. The more advanced practitioner might use a small bulb and length of wire (if he can remember what he did with it after its last use) but even this does not tell him all that much about the circuit other than it is alive or dead!

The right tool to use is one of the simple and modestly priced (£5 or so) multimeters. Many of them cover AC mains voltages and are thus invaluable to the do-it-yourself electrician in the home.



Mine looks something like this and is about this size, and about 1" deep.

The ranges available on the selector switch are:-

Resistance 0 - 150,000 Ohm
DC Volts 0 - 10, 0-50, 0-250, 0-1000
AC Volts Ditto
DC Current 0-1, 0-100 milliamps.

It contains its own penlite cell for powering the resistance bridge, the zero being set by adjusting the thumbwheel sticking out the side.

Two wandering leads each about 18" long and provided with probes plug into the sockets shown.

It comes in a fairly robust cardboard box, although for some you can get a leather case at extra cost.

It is of course a fairly delicate instrument and must be treated as one or it won't last you very long. For

instance, it won't take kindly to being dropped or getting damp, and it would be somewhat fatal to set it on 0-10 volts and put it across a 12 Volt supply!!

The Resistance selection is invaluable for testing:-

Circuit continuity, eg does a switch properly open and close a circuit? Has a length of wire a break in it? Is there a dead short to earth? Is there a high resistance in a circuit (poor earth?)? You can also test bulbs. But whatever you do, don't use this selection on a 'live' circuit with volts present.

The DC Volts selection (0-50) can be used not only to check that volts are present, but also whether a full 12 volts are arriving. Is a switch passing a full 12 volts when 'on' (and sometimes when allegedly 'off' as well). Also invaluable if not essential when dabbling with voltage control regulators, checking dynamo operation. You can also get a feel for battery condition by noting the volts drop when, for instance, you turn on your headlights.

The milliamps selection is not a lot of use, car currents being in a much higher range. One use I have found is to test for insulation and switch leakage overall. Ensure that everything is shut off, then put the meter in circuit between the battery and one of its terminals.

Multi-meter continued.

Give a merest touch of the probe at first to see if there is much current if any. If the meter does not give a violent kick then make the contact. If all is well the needle should not move. However with a 20 year old the insulation will probably not be perfect and a leakage of a milliamp or two is probably not much to worry about, but keep an eye on it.

The meter will tell you so much about the circuits, and for much of the testing does not even need the car battery to be present. I do not know how I ever got by without one!

R.B.Bussell

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An Extreme Cure for a Stuck Brake Piston

Readers might be interested in a method I developed for one of the above on my Renown. The piston was seized firmly in the cylinder and refused to cooperate in any attempts at gentle persuasion for removal. Thus extreme measures became permissible, it was useless as it was.

Having already removed the cylinder unit from the backplate, the next job was to prize out the steel shoe bearer at the closed end (the Renown cylinder is light alloy). Then a hole, say 3/16" diam., is drilled through the centre of the closed end. Through this a nail with the point cut off or some other suitable punch is passed and attacked with a Scotsmans Screwdriver (to the uninitiated, a hammer) thus driving out the piston. This process wrecks the rubber cup and will also probably damage the plastic button which keeps it in place. Fit a new rubber. The button can be replaced by one of those red plastic closers that come with a Castrol gearoil dispenser after a little minor surgery. However, before assembly, we have to seal the hole we drilled. I did this by a small nut and bolt (head outwards) with a fibre washer such as is used in some carburettors fitted inside the cylinder. Then file down the head as much as you dare, and file a depression in the shoe seat until this can be tapped back into place. Clean everything, making sure particularly that there are no remains from the drilling left inside. The face of the piston may need a little gentle scraping where the nail went. Check that the piston will slide in and out of the cylinder smoothly, souse with brake fluid, reassemble.

If you are lucky and the piston and cylinder are not too sloppy, it will work quite satisfactorily.... mine did!!!

RBB

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To Construct a Motorists Delight (otherwise known as Bussells Patent Cough Cure and Preventative)

Take a suitable 1/3rd pint tumbler or tooth glass.

Into this squeeze the juice of 1/2 a lemon, or similar quantity of lemon juice from another source (eg. PLJ, or one of those plastic lemons)

Next add Whiskey, or if you have no Irish you will have to make do with Scotch, but preferably a single malt, at the rate of:-

Child...I tot. Lady...2 tots Gentleman....3 Tots.

Now add a generous teaspoon of honey (sugar will do if you have no cough)

Leaving the spoon in the glass, top up with hot water to about 1/2 to 2/3 full, stir until the honey is dissolved.

Drink up and to blazes with the cold outside!!!

oo-oo

8

REPAIRS TO FRONT ENGINE MOUNTS... By Derek Goodyear.

Some months ago I was having difficulty in changing gear on my Mayflower and after a couple of weeks of fearing the worst, ie a faulty gearbox, I noticed that the engine was not sitting straight, having moved slightly to the left from the gearbox end. Investigation showed that the rubber mounting on the gearbox cross member had broken away from the plate, as also had one of the front engine mount rubbers. In this article I explain how I repaired the Front Mounts. In a later one I will deal with the aft mount, which is a bit more complicated.

First remove the offending mount or mounts from the front of the engine, having jacked up the engine first. Note that these mounts are definitely left and right handed, so do not get them mixed up (or their respective bits). Each mount consists of a securing plate which fixes to the engine, a securing plate that fixes onto the chassis, which has two slots in it, plus the central rubber. In my case the rubber was still firmly attached to the chassis plate so I only had the other plate to deal with, but the same procedure could be used for either or both. Put a nut on the welded bolt on the plate and grip in the vise so that plate surface to receive the rubber can be rasped down to clean new metal. Then put the other plate in the vise so that the rubber surface can be rasped down clean and flat. Do not cut away more than is necessary, and if the rubber is contaminated with oil such that it has a spongy texture or is contorted you will have to try to find some new rubber to replace it.

Now put a pinhead sized spot of "Superglue" in each corner of the rubber and press the plate onto it. You have only four or five seconds to complete this manoeuvre and on no account get any glue on the skin (unless you want to wear an engine mount...permanently). Within ten seconds the bond will be secure, and the mount is ready for reuse.

Incidentally, we had earlier, on another local 'Flower, tried another remedy. We purchased from an exhaust depot two large round exhaust mount rubbers (Actually Rover) and with a bit of a struggle fitted these to the engine. The result was that the engine was far too stiff and instead of engine movement we had car shake! Be warned!!

-- oo --

PHIL'S CHRISTMAS QUIZ

By Phillip Hall

Find the cars hidden in the following sentences, one in each. In the first the answer is underlined to give you the idea.

- 1/ Sir Christopher Wren, owner of a fertile brain, built many of fine London landmarks.
- 2/ To the Scots, devotion to the means a ballot, using much gaelic argument to support it.
- 3/ The Tories voted against and ardently argued their case.
- 4/ A river may flow erratically as it wends it's way from source to the other end.
- 5/ The alsatian dog crouched by the caravan, guarding it from all comers.
- 6/ On the farm organic fertilisers are very widely used.
- 7/ In the top dress design houses they have to guard against rival spies, who would do anything to mar costumes and dresses of top designers.
- 8/ Many private landlords live well off ordinary hardworking tenants by their high rent charges.
- 9/ In the Sea of Timor rise many small volcanic islands.
- 10/ When trout fishing one must angle the rod at 45 degrees to allow for the flow or to make the artificial fly more attractive to the trout.

Many thanks, Phil. The answers are on Page 4 .

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Does anyone know where to find this in the Bible?

.....and Moses came down the mountain in his Triumph.

Rally Secs Notice Board

The old Notice Board is rather empty at present. News of STIR 2 is given elsewhere in this issue, and we have no dates fixed as yet for rallies and meetings at home in 1977. Hopefully all will be made clear in the Spring edition of Flower-Power. Until then, have a good Christmas and all the best for 1977.

Reg.

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Nuts and Bolts Box.

Wiring Diagrams.....We are indebted to David Whyte of Dundee for the photostat of the Mayflower wiring enclosed with each copy of this issue of FP. Many thanks David, I'm sure many owners will be delighted with these.

Peter Burdge has added a Vanguard to his collection, which must be quite formidable by now. He comments that it shares many fittings with the Mayflower, like door handles. I seem to remember that the switches were similar, as were the Renown's. I remember my father had a Series I as his first new car after the war and after a nippy but decidedly prewar sprung and silenced 1½ litre SS Jaguar D/H it was like driving on air. Later my father had a Series 2 and then an Estate, but neither seemed as good as the beetlebacked Series I. On reflection, that Jag would be worth a few bob now... I seem to remember Dad gave £275 for it in 1939 when it was 2 years old, or was it a 1939 model that was 2 years old when he bought it... no matter, the point is still valid!

While on the subject of memories of family cars, I can just remember Dad's first car, a 2 seater Klino with a dicky seat (in which I, being only 3 or 4 at the time, was not allowed to ride). I thought for years that the dicky seat was where most people carried chickens! This was the only car that Dad has ever written off (he is now 78 and drives one of those great slab sided Zodiacs). His second car was a 4 seat Klino 'tourer' but I don't remember that at all. Point is, what happened to all the old Klinos, you hardly ever even here them mentioned these days? I've always understood that they had a solid rear axle without the refinement of a diff. Does anyone have any information on these cars and what happened to the firm?

Peter also suggests that we might include in FP from time to time brief reviews of obsolete books to match our interest in obsolete cars. He says that one of the best 5ps worth he ever bought was "You Have Been Warned - a Complete Guide to the Road" by Fougasse and McCullough, first published by Methuen in 1935. The text is exceedingly witty and is illustrated by cartoons of a very high order. It gives a very comical view of motoring in the 1930s. quotation is, says Peter, ^{difficult} as the book has a style rather like that of "1066 and all that" and must be seen as a whole to be properly appreciated. He particularly liked the chapter on purchasing a car;

"For instance, if you want an all purpose dependable family car with a great deal of engineering experience behind it, but no frills, we would recommend the Kingston Rattlesnake, of which the makers specification is as follows:-

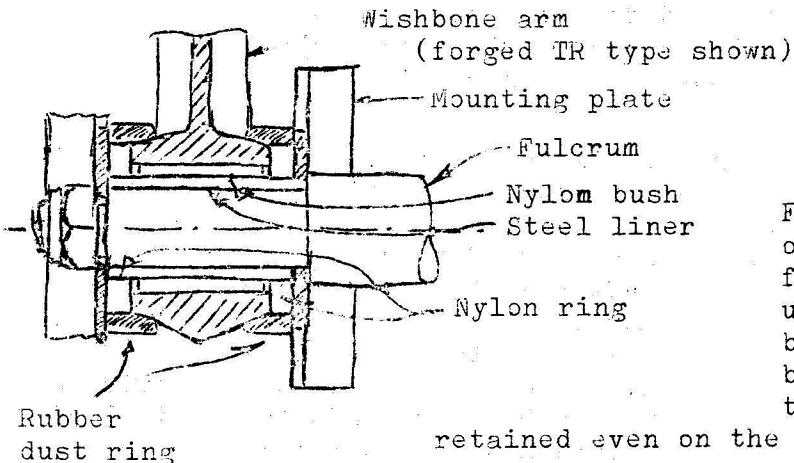
'Once more Spring's dainty fingers are waking the woods from their winter slumber. Once more the thoughts of the motorist turn with yearning to the countryside, and to the joys that only a RATTLESNAKE can bestow! "

The authors then quote the maker's descriptions of the "Byfleet Polecat" and the "Hampstead Vampire". Strangely, these are exactly the same as the specification of the "Kingston Rattlesnake". Obviously, advertising has not changed much since then!

So, dear friends, keep your eyes open when near the 2nd hand bookshops and see what you can find...and let the rest of us share the fun!

Alternative Lower Wishbone Inner Bushes for your 'Flower, by Robin Bussell.

A Mayflower weakness that MOT inspectors often delight in pointing out is the tendency for the black rubber bushes at the inner end of the lower wishbones of the front suspension to disintegrate. The TR2 sports car, with the virtually identical front suspension, suffered from the same problem--only more so in that the rubbers had rather more vicious stresses to cope with. On the TR3 the rubber bushes and whitmetal washers were changed to an arrangement of steel lined nylon bushes and nylon washers. These modified bushes (see the sketch) can be fitted to the Mayflower.



Each set for one bushing comprises:-
1 steel bush or liner
1 nylon bush
2 nylon washers
2 rubber dust seals

For an all-round replacement of the bottom inner bushes four sets are needed. The upper inner bushes can also be replaced in the same way, but here the rubber ones seem to last fairly well and were retained even on the TR3 and TR4 models.

To fit, first of all dismantle the old rubber bush in the normal way. Then clean all the crud and muck off the fulcrum spindle until the steel liner of the new bush is an easy fit. Fit the rubber sealing rings onto the nylon washers. Clean out the eye of the wishbone arm (make a good job of this) until the nylon bush can be pressed into it. Check that the bush has not been distorted so that the steel liner is difficult to introduce. If it is, you've left some crud in the eye...CLEAN IT AGAIN!! To assemble, and to a certain extent this depends on how much you have dismantled the mounting brackets and so on, the liner goes on the fulcrum spindle after a light smear of grease, then one of the nylon washers is slid onto the liner at one end, followed by the wishbone eye containing the nylon bush also lightly smeared with grease. Then the second nylon washer. Discard the metal washer, put on the mounting plate and bolt up. Remember to replace all tab washers or use nyloc nuts.

These nylon bush sets are probably fairly readily obtainable from Leyland dealers in view of their use well into the '60s on TRs, having started on TR3s after commission No. TS 9I2I. Another source, and one which I would recommend, is the spare parts shop run by Pete Buckles for the TR Register, at 51 London Road, Tooting, London SW17 9JR. The shop is open to callers on Thursdays (10.30 to 2.30), Fridays (10 till 6, lunch 1-2), Saturdays (10 till 5, no lunch) and Sundays (10.30 to 2.30). Other TR3 parts that fit the Mayflower and are usually available are the ball joint (upper wishbone outer end) and the trunnion sub-assembly. It is unlikely that Pete will be able to help with any other Mayflower parts. Buying from the TR shop is likely to cost less than from Leylands but remember that it exists primarily for TR owners and don't expect Pete to be able to answer abstruse 'Flower questions (he is quite busy enough with the TRs). He'll help as much as he can. When ordering parts, mention that you are a member of the Mayflower Club and specify exactly what you want. For enquiries the telephone No. is 01-648-4825.

-- oo --

Well, there you are folks, that is the Grand Christmas Issue of Flower-Power for 1976, except I think Terry is adding a couple of pages of Spares news. All the best, cheers, and I leave you with this sobering thought:-

It will last-forever without coming false' money if you come out like this
Closing date, contributions to next II issue, 15th March 1977

SPARES SECTION

The Spares Survey which was included in the last Newsletter, response has been fantastic, 4 only returned to me. Two of these are Americans. Please would you kindly fill them in and return them. Cylinder Heads-remanufactured we are negotiating. Possible source of supply. Cost at present time not known, peoples queries to this 'tell us it is a number one issue to the car on the road.

HELP NEEDED

Nick Andrews, of New Milton, Bournemouth. Tel. 612174. desperatley wants a good working water pump. If you have a spare one you don't want give him a ring.

For U. S. A. members, spares needed urgently for them. Hub caps, s/hand so long as they can be rechromed. Trafficators, Complete dash panel. So come on start turning out your old spares and give me a ring.
Terry. 0272-675444.

PAINT PARTICULARS AND TRIM

Listed below are the official paint specifications, for the Mayflower. Compliments of British Leyland, also the help of Frank Lane.

Black Synthetic Dockers Ref. No. E. 7277.)	With Beige or Red Trim.
Royal Maroon Synthetic Dockers Ref. No. E. 8688.)	Beige Trim.
Cotman Grey Synthetic Dockers Ref. No. E. 9009.)	With Dove Grey or Red Trim.

Manufactured by,
General Industrial Paints Ltd,
28, Wadsworth Road,
Penvale,
Greenford,
Middlesex.

CARS FOR SALE

Miss. Clark. 60, Sandgate Hill, Folkstone, Kent. No details given offers invited.
Mayflower 1952. Running order but in need of restoration. No M.O.T. Realistic offers required. David Freeman, E. S. C. 21, Elmbridge Rd, Gloucester. Tel. 0452-25757

Mayflower 1951. in good condition minor renovation required in running order. Price £200. O.N.O. Janette Eastbrook. 80, Portland Rd, Winton, Bournemouth.

Mayflower 1953. M.O.T. and running order. £100. on.o.
Dorian Hancock. 15, Glyme Close, Brookhill, Woodstock, Cxon.

Mayflower 1951 no price given. R.W. McMillen, Transport Manager, A. Monk & Co, P.O. Box 43, Warrington, CCheshire.

Renown. Partially restored spare gearbox, etc etc. Offers Mr. Lere. Rosebud Cottages Coleford, Nr. Radstock, Avon.

SECOND HAND SPARES FOR SALE

SECONDHAND SPARES FOR SALE

M. Anthony. 329, Duke Rd, Hove, Sussex. Surplus to requirement.
 1) Engine in good condition. 2) Gearboxes. 1) Radiator. 2) Dynamos.
 2) Distributors, also many valves.

M. J. Warby. 78, Oxford Rd, Aylesbury, Bucks. 1) Engine 1) Gearbox 1) Ba
 Backaxle 1) Steering 1) Heater 1) Suspension. Dash & Tyres.

To our fellow members abroad, please be patient, spares will arrive.

The Clubs Workshop Manual can be loaned for a deposit of £3-50
 £3. returned when manual has been sent back. Photocopy of different page
 of this Manual can be done at a price also Spare Parts List.

NEW SPARES IN STOCK HELD BY THE CLUB

<u>Qty</u>	<u>Part No.</u>	<u>Description</u>	<u>Price</u>
6	200324	Rear handbrake cable	2-00
2	400029	Starter cable outer TT11968 on	60
6	601021	Striker plate door	1-00
2	601022	" " "	1-00
4	TM1	Front pipe exhaust	3-50
10	TM3	Tail pipe exhaust	2-50
10	Only	Front bumpers (includ p & p)	16-00
	AB650	Top gasket only	3-50
	CB650	Complete gasket set out of stock	
	Original pistons sizes, 020 thou to 060 thou with ring		20-00

? NEW SPARES OBTAINABLE BUT NOT IN STOCK

21	200826	Fan	1-05
12	201317	Second speed gear TT24066 onwards	2-65
1	300238	Windscreen wiper motor	11-50
1	300407	Gearbox	40-00
1	300612	Roadwheel TT5554 onward	4-25
5	600689	Trunk lid hinge R.H.	1-45
3	600690	" " " L.H.	1-45
9	600824	Window regulator handle	54
6	601070	Door lock TT15068 onward	1-40
6	601071	" " " "	1-25
1	700297	Windscreen	5-00
1	700426	Door armrest	3-50
20	700520	Locking handle door outside TT15068	2-00
1	800273	Heater Unit	17-00
4	900017	Front wing panel inner L.H.	12-00
3	CD31262	Rear quarter light vent & glass L.H.	3-50
	31232	Master cylinder	11-50
	KL71469	Front wheel cylinder to 1951	1-50
	30284	" " " "	3-25
	KL71408	Master cylinder kit	1-50
	35000	R.H. front wheel cylinder	4-00
	35001	L.H. " " "	4-00
	KL71496	Front wheel cylinder kits 1951 onwards	70
	33368	Rear " " "	5-00
	KL71469	Rear wheel cylinder kits	1-50
	KL56802	Front brake hose	2-00
	KL56806	Rear " "	2-25
	CLS5	Front & Rear brake shoes pair	3-50

800220	Seal rear quarter light	1-90
800221	" " " "	2-15
200141	Petrel pump	8-96

These prices were for 1976 May, so they may be more.

R. Arnold. of Peacehaven, Sussex. For sale 2, brand new offside inner, Mayflower wings PT No 900018.

A garage at Poole, Dorset. Has written to us offering services of transporting your car by trailer. Charges are 40p per return mile. Radius of 50 miles, contact,

Fernside Road Chevron Service Station,
Poole, Dorset. BH15 2BN.

GASKETS. VINTAGE AND POST VINTAGE CAR, TRACTORS, C/VEHICLES.

D. Cookson. 78, Church Road, Hanwell. London.

Padgets Vintage Car Spares, Welney, Wisbech. Tel Welney 225 & 266
For most parts, including, steering clutch, etc.

Mr. S. J. Moran. Advance Motor Supplies Limited, Chesterfield, Derbyshire
A various amount of spares for the Mayflower.

A. T. Johnson. Paradise Road, Downham Market, Norfolk. PE38 9PL.
Almost all types of mechanical parts can be supplied for Mayflower or Renown. Please quote makers part No, if you dont know, ask us, as we have a parts book in the clubs stock.

T. J. Davis. 27, Julius Gardens, Broomingham Green, Luton, Beds.
(Specialists in) King pin sets. Track rod ends. Drag link ends. .
De-coke sets. Head gaskets. Valves for 1920 to 1956 cars.

PAINT TRIM PARTICULARS

Comet Blue)	With Dark
Synthetic)	
Docker No)	Blue Trim
E. 8451)	
Jade Green)	With
Synthetic)	Brown Trim
Dockers No)	
E 9352)	

Additional Information

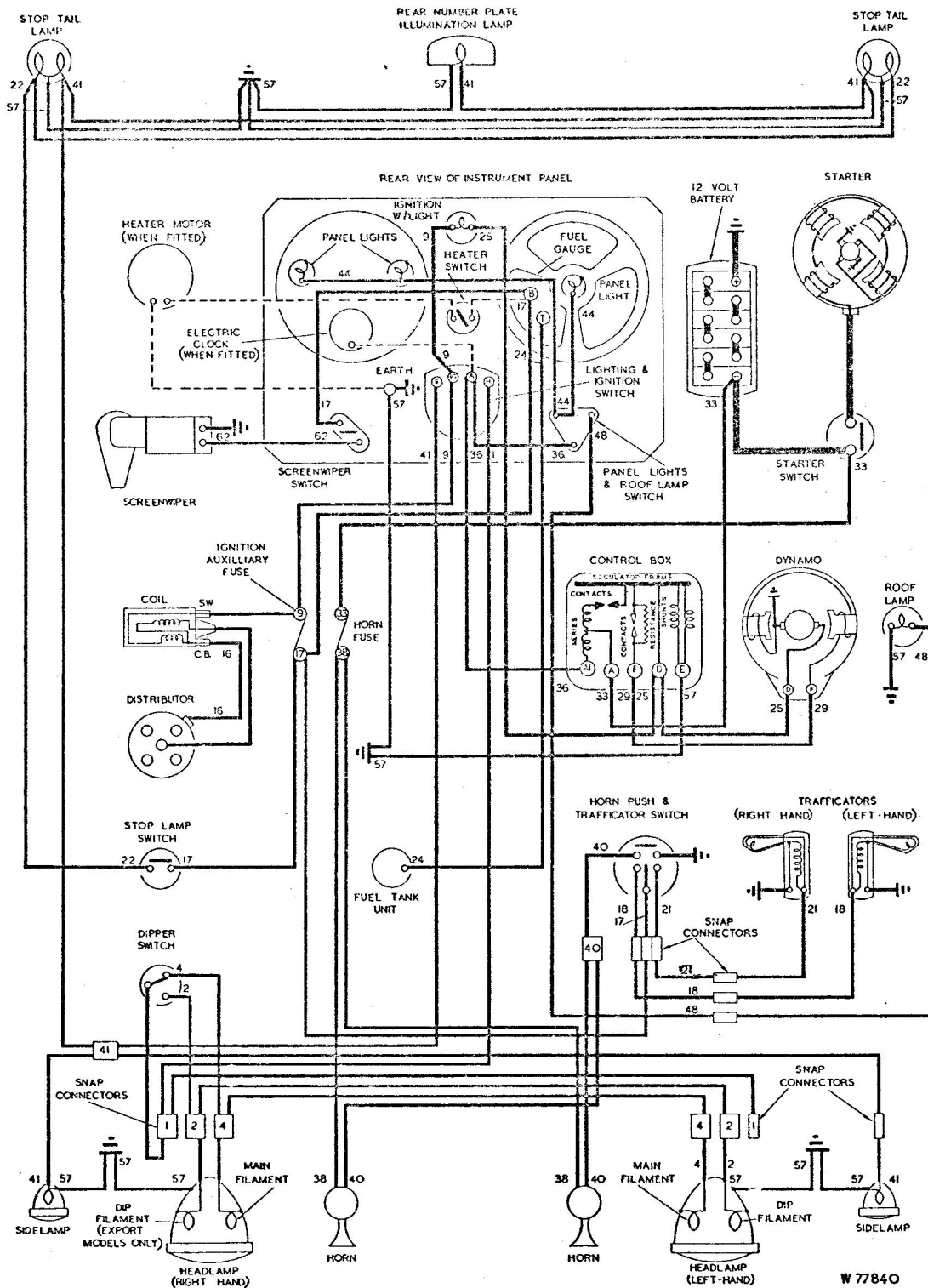
Member 147. L. A. Ireland, 6, Lawnsmead, Womersh. Nr, Guildford.
Has the lowest T.T. Comm No. T.T. 355.
Member 26. Mr. & Mrs. A Hall. 89, Durham Road, Stockton-on-Tees,
Cleveland. The highest Comm No. T.T. 33132.

TERRY.

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LUCAS ELECTRICAL EQUIPMENT

TRIUMPH "MAYFLOWER" SALOON CARS
(1950-51)
HOME AND RIGHT HAND DRIVE EXPORT MODELS



KEY TO CABLE COLOURS

1 BLUE	14 WHITE with PURPLE	27 YELLOW with BLUE	40 BROWN with BLACK	53 PURPLE with WHITE
2 BLUE with RED	15 WHITE with BROWN	28 YELLOW with WHITE	41 RED	54 PURPLE with GREEN
3 BLUE with YELLOW	16 WHITE with BLACK	29 YELLOW with GREEN	42 RED with YELLOW	55 PURPLE with BROWN
4 BLUE with WHITE	17 GREEN	30 YELLOW with PURPLE	43 RED with BLUE	56 PURPLE with BLACK
5 BLUE with GREEN	18 GREEN with RED	31 YELLOW with BROWN	44 RED with WHITE	57 BLACK
6 BLUE with PURPLE	19 GREEN with YELLOW	32 YELLOW with BLACK	45 RED with GREEN	58 BLACK with RED
7 BLUE with BROWN	20 GREEN with BLUE	33 BROWN	46 RED with PURPLE	59 BLACK with YELLOW
8 BLUE with BLACK	21 GREEN with WHITE	34 BROWN with RED	47 RED with BROWN	60 BLACK with BLUE
9 WHITE	22 GREEN with PURPLE	35 BROWN with YELLOW	48 RED with BLACK	61 BLACK with WHITE
10 WHITE with RED	23 GREEN with BROWN	36 BROWN with BLUE	49 PURPLE	62 BLACK with GREEN
11 WHITE with YELLOW	24 GREEN with BLACK	37 BROWN with WHITE	50 PURPLE with RED	63 BLACK with PURPLE
12 WHITE with BLUE	25 YELLOW	38 BROWN with GREEN	51 PURPLE with YELLOW	64 BLACK with BROWN
13 WHITE with GREEN	26 YELLOW with RED	39 BROWN with PURPLE	52 PURPLE with BLUE	

WIRING DIAGRAM

No. W77840

12 VOLT

ISSUED:
JUNE 1950

NUMBERS INDICATE CABLE IDENTIFICATION COLOURS, SEE KEY ABOVE

Printed in England

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