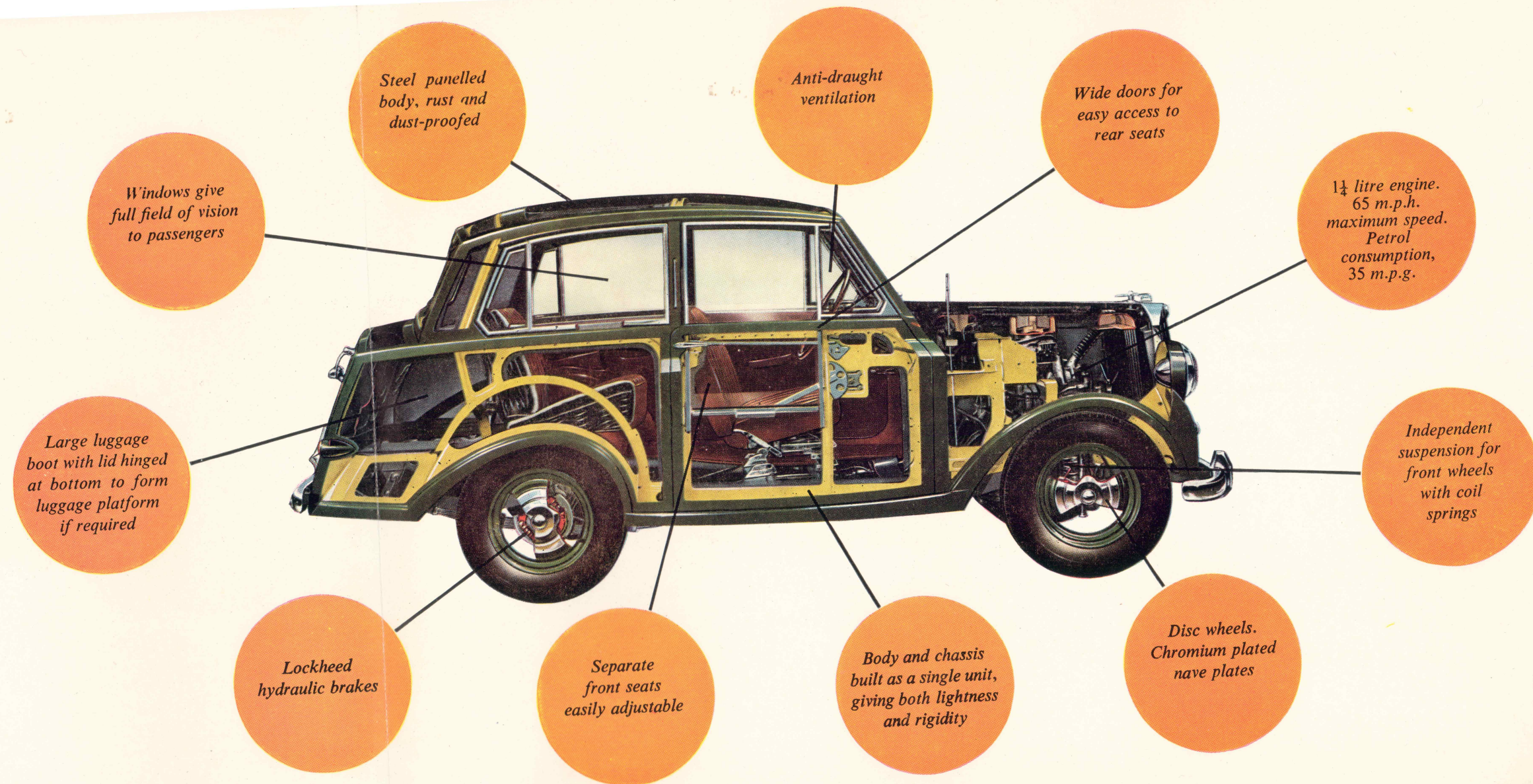


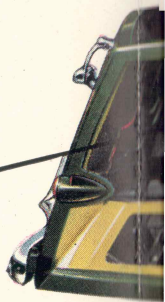


The Triumph Mayflower

Mayflower is a light car of elegant and unusually handsome appearance designed for comfortable family motoring by a 1½ litre engine the car is and its fuel consumption of 35 miles appeal to the owner-driver for whom motoring is a prime consideration. Rigidity is obtained by the form and construction of chassis and body. A better than given by many larger cars by the high power to weight ratio. Mayflower is well equipped, roomy, with front seats that hinge forward for access to the rear seats, a car that is a triumph in modern engineering skill, design and performance.



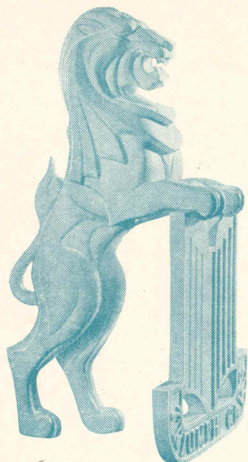
The Triumph Mayflower is a light car of elegant British styling and unusually handsome appearance which has been designed for comfortable family motoring. Powered by a $1\frac{1}{4}$ litre engine the car is easily handled and its fuel consumption of 35 miles per gallon will appeal to the owner-driver for whom economical motoring is a prime consideration. Strength and rigidity is obtained by the form of unit construction of chassis and body. A performance better than given by many larger cars is afforded by the high power to weight ratio. The Triumph Mayflower is well equipped, roomy, with wide doors and front seats that hinge forward to allow easy access to the rear seats, a car that offers the best in modern engineering skill, design and performance.



*Windows give
full field of vision
to passengers*

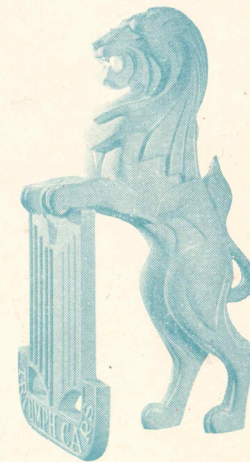
*Large luggage
boot with lid hinged
at bottom to form
luggage platform
if required*

*Lockheed
hydraulic brakes*



The Triumph Mayflower

BRIEF SPECIFICATION



ENGINE. Four cylinder engine of 1247 c.c. capacity, R.A.C. rating 9.9 h.p., has side valves, chromium iron cylinder block, robust three-bearing crankshaft, coil ignition with centrifugal automatic advance, thermostatically controlled cooling system, down-draught carburettor with combined air-cleaner and silencer, supported on flexible rubber mountings.

CHASSIS. The body is built integral with a rigid pressed steel frame of unusual design, cleverly buttressed to give great strength without undue weight.

TRANSMISSION. Three forward speeds and reverse, synchromesh on all forward gears, with the gear-change lever on the steering column pointing to centre of car with either left or right-hand drive. Borg and Beck single plate clutch. Hypoid final drive.

SUSPENSION. Independent front wheel suspension with coil springs. Semi-elliptic rear. Controlled by direct acting hydraulic dampers.

BRAKES. Lockheed hydraulic, two-leading shoe at front.

STEERING. High efficiency cam and lever gear. Can be had either left or right-hand drive.

ELECTRICAL SYSTEM. Lucas 12 volt, 38 amp.-hour battery, under bonnet. Coil ignition, dynamo ventilated type, belt driven.

BODY. The two-door, four-light saloon is made of steel, rust-proofed by the "Bonderizing" process. Screen and windows are fitted with Triplex toughened glass. The two front seats are independently adjustable, move freely, and the backs tip to give easy access to the rear seats. Trim and upholstery Vynide in attractive harmonizing colours. Leather at extra cost. Instruments are attractively grouped in a centrally positioned facia panel. Provision is made for fitting heater, air conditioning, radio and clock as extras. There are parcel shelves on both sides of the facia panel, and another parcel shelf behind the rear seat. A capacious luggage boot at the rear, the lid of which is hinged at the bottom and forms a luggage platform when one is needed. Spare wheel is stowed below and held securely by a lock mechanism, operated from inside the luggage boot.

The car has specially designed anti-draught ventilation by opening panels in both front and rear windows. Air may also be admitted into car through scuttle ventilator. Among other features are sun visors, flush fitting head lamps and separate side lamps, rear lights combining stop and tail lamps and number plate light, twin electric screen wipers, self-cancelling direction indicators and sturdy chromium plated bumpers, twin wind tone horns. Overall length, 12' 10" (3910 mm.); width, 5' 2" (1575 mm.); height, 5' 2" (1575 mm.); weight dry, 18 cwt. (915 kg.).

PERFORMANCE. The 1½ litre engine produces 38 brake horse power. Maximum speed is 65 miles an hour (105 Km.p.h.), acceleration through the gears from 0-50 m.p.h. in 23 seconds. In top gear from 10-30 m.p.h. in 12 seconds. Petrol consumption, 35 m.p.g.

CONDITIONS OF SALE. The goods manufactured by the Standard Motor Company Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. **PRICES.**—The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery. **SPECIFICATION.**—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departure from the specification, design or equipment detailed in its various publications. **LITERATURE.**—Every precaution has been taken to ensure accuracy but the Company accepts no liability for errors or omissions.

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COVENTRY ENGLAND