

Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2008 No. 127



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2008-2009

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CLUB HISTORIAN	Steve Coulman, 23 Park St, Messingham, N. Lincs DN17 3RU - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley - Tel: 01732 849140 Eddie Copson - Tel: 0121-603 8452 Norman Ward - Tel: 01773 830035
CO-OPTED MEMBERS	Paul Norton; Malcolm Barnsley; Norman Ward; and Maurice Wilkes

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 positions 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

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Cover: Phil Benson's Mayflower in her new home in Preston, see story on pages 4 and 5.

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Editorial

IN THE LAST edition of *Flower Power* I appealed for some new editorial blood. The response was very poor to say the least . . . *no feedback at all!* What a surprise!

Our Secretary has now written to all members asking for you all to think about offering support or coming along to our Annual General Meeting to discuss the club's future or please just be a little bit interested. All the present committee will await the AGM with great interest.

FBHVC Newsletter

The latest newsletter from the FBHVC (Federation of British Historic Vehicle Clubs) contained a short article about their annual conference, held after the formal AGM proceedings. I shall quote from it here:

"The topic of the conference was 'Strategies for Mutual Assistance in Recessionary Times'. The speakers were from the Daimler and Lanchester Owner's Club, TR Register, Vintage Motor Cycle Club and 'Motorbase' - as always there were plenty of questions, debate and contributions from those attending and the overwhelming theme that came across from the afternoon was that of communication.

For clubs to be able to survive, their events need to be well advertised and clubs need to communicate what they are doing to members and potential members alike.

Events can be shared with other clubs to minimise cost and maximise

attendance but only if everyone knows what events and where they are.

This is where the internet and electronic communications really come to the fore."

Clearly, this shows that we are not the only ones struggling to generate enthusiasm from our club membership. We already share our annual rally venue and its organisation with the Triumph Roadster Club as we have done for about 10 years now.

Before that we shared rallies with the Triumph Razoredge Owners Club. Perhaps we should sound out TROC about a joint rally for all three clubs in 2010?

Another strategy might be to make a more formal alliance with these other clubs and perhaps produce a joint magazine, sharing costs and content space proportional to our membership numbers, possibly this would allow for more frequent publishing than our current quarterly *Flower Power*, sharing costs might also allow us to improve quality.

What I'm doing is floating a few practical but possibly more radical ideas, some members may think them sensible, others may hate them.

All I'm asking for is feedback: on my ideas either way, for or against; or your ideas . . . Please phone, write, e-mail or come to the AGM . . . and of course the annual rally.

Copy dates

Copy deadlines for the next few issues of *Flower Power* are: March 3; June 3; and September 1. All correspondence should be sent to Phil Benson by post or by e-mail to John Gogay.

On behalf of all the committee members may I wish you all a very happy New Year.



Part of a post card sent into the club by a member in 1990

Letters

... and E-mails

Update from Chicago ...

Hello again from across the pond,

All is well with our Mayflower here in the US other than the roads are too fast for comfortable driving. The engine is back in the car with a rebuilt carburetor and runs great.

When I took it back to the engine rebuilder to show him what a Mayflower is he commented that the engine is quieter than an older Chevrolet that was running nearby. As we get more miles on the engine it is starting to loosen up a bit and is driving even better.

We have put on a few hundred miles during the summer and always get attention when we stop. We even took it to a local car show that was all American muscle cars and got lots of attention. More than we would have had if we had taken an American car. Lots of fun.

Unfortunately the summer has ended here in Chicago and Mayflower is put away for the winter but is ready for spring with fresh oil in the engine and grease in the fittings and a fully charged battery.

We wish you all a happy and safe holiday season regardless of when you are reading this.

*Glenn & Barb Grossklags (787)
Chicago, USA*



"Mayflower" out and about in Chicago

Heading north to a new home

by **Phil Benson**

HAVING GOT NTA 178 through the MoT in early July and back on the road again after being off it for about 20 years I think. I did a few local runs over two or three weeks to build up some confidence in her.

However, as we were due to move home from Redhill in Surrey up to Preston in Lancashire in mid August time did not allow for many proving runs before the day came to journey north with her. I guess I had done no more than about a 150 miles up to the time I set off on the trip.

From our old house in Redhill to the new one in Preston is exactly 250 miles door to door. However, that's using the motorways that more or less go in a straight line. M25 on to the M40, then to the M42, on to the M5, finally on to the M6, then off at Preston.

Planning a sensible route off the motorways that avoids major towns, cities and obstructions, like Heathrow Airport, adds another 60 or 70 miles to the trip. Going the shortest route involves about 3,000 different road numbers, some very tiny roads, and increases the journey time and the chance of getting lost is almost a certainty.

So those were my three options. What were the choices really, if I wanted to get the Mayflower up there and get back again all in a weekend.

Shortest route

Shortest route was ruled out first as my map-reading and memory skills would not cope and I did not want an 18 hour journey time. That left me with either main roads or motorways.

Main roads might be okay but I still thought 10 to 12 hours for the trip. So motorways it is then at least the gradients are never too steep but they are a bit nervy in a car that will be averaging less than 45 and maybe

maximum downhill, remember I'm still running in a rebuilt engine. The trucks, buses and lorries seem to have the ability to run at 56 mph all day and the cars flash along at 70 plus, no fun seeing them hurtling up behind you through the rear view mirror of a Mayflower doing 40-45 up a hilly bit.

Then I remembered the signs I had seen on some of the cars at the last couple of rallies. Could I get something similar in time? I had better try.

I went through the local industrial estate on the way home from work and that's when I spotted it. "Fast Van Signs" ready next day. I did a quick 'U' turn and called in.

"What can you do?"

"Anything magnetic or does it have to be stuck on?"

The salesman assured me he could do two magnetic signs 18 by 12 inches, white background, red border around the edge and red letters.

What should I put on them? Well to cut a long story short I had "45 MPH" put onto one of them and "SLOW CAR" put onto the other. I put one on each side of the rear number plate



Phil's magnetic speed signs on his Mayflower

before I set off and never saw anything closer than about a 100 yards behind me all the way up those motorways.

If you want to protect your rear and feel safer I recommend this anytime. Very cost effective as well, £25 plus VAT, about £30 all told. See my photograph to see how good they look.

Details of the journey coming up, bit boring really as no problems at all.

Saturday morning departed Redhill at 10 minutes to eight. First stop was Oxford services around 10.00 am. A 15 minute break and then on again to Fradley services on the M5 near Birmingham.

I got there about 12.15 pm and had about a 40 minute lunch break and fuel top-up stop. On again and arrived in Preston at about 3.20 in the afternoon. The whole journey time was less than eight hours.

The driving time was about six and a half hours for the 250 miles, giving a quite acceptable 38.5 mph. So the combination of classic car and motorway worked well for me, even if the scenery was a bit boring and repetitious.

The only sad part being that we have been so busy settling into the new house and gardens, the new way of life of working at home and now the colder weather up here in the north, so that the Mayflower hasn't been out much since we got her up here. I'm waiting for spring and hoping to use her more then.

Flower Man

A question about bearings

I AM IN THE process of rebuilding my Mayflower engine, the second one in nearly 50 years! On the first Mayflower engine I rebuilt in the early 60s, after waiting three months for shipment by sea for the main bearings, the grinder cut the clearance too close.

As I recall, plastigage showed the clearance to be 1+, so I put it together and ran it at 30 mph on thin oil for about 50 miles. So far, so good. I then speeded up to 40 or so.

You know the rest of the story. The car ended up with a MGA engine. Thus, my anxiety over the bearings for this engine!

This time I will try to use better judgement. Any advice from the membership on the history of Mayflower engine failures on your side of the water would be welcome.

*Jim Sullivan (1072)
6 Tabouring Lane, Carbondale
IL 62902, USA
jas1@siu.edu*



NTA 178 outside her new home in Preston

Letters

... and E-mails

New member?

Dear Sirs,

I am owner of a Triumph Mayflower (built in 1953, see attached photos) and need some new parts.

Can you send me a price list and a plan of all available spare parts. Many thanks in advance.

Kind regards, Hannes Silberbauer

Schiefersteinstraße 1

A-4060 Leonding

Tel: +43/70/680 980-0

Fax: +43/70/680 980-20

Mobile: +43/664/4321484

E-mail: hannes.silberbauer@kabelspeed.at



Old archive pictures — anyone know where these two Australian Mayflowers are?



Letters and E-mails . . .

Canadian restoration begins . . .

Dear John,

Thanks for your assistance in all this and have attached a picture of the present condition of the stripped out shell. It has now been sent for some prelim sand blasting and soon to enter the bodyshop.

Thank you very much and have a very Merry Christmas and Happy New Year to all the club members. I hope that picture I sent uploaded for you.

All the best

Many regards
Larry Spouler (1073)
Richmond, BC, Canada

Triumph Mayflower Manuals For Sale

The first is a
Spare Parts Manual
and the second is the
Mayflower Service Manual

They are both in good condition
with no loose pages

OFFERS PLEASE

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Reply to:

Stuart Robertson
sales@elcon.co.uk



Larry's Mayflower shell beginning to look good

A trip to see Mabel again

by John Gogay

ABOUT TWO years ago Howard Pryor, our now Vice Chairman, sold his beloved Mayflower, "Mabel", to Livingstone Treuman, who lives in Orlando, Florida.

Livingstone came to the UK to finalise the sale and to organise the shipping arrangements for Mabel's long journey across the Atlantic to Florida.

On his return to Orlando Livingstone immediately joined the TMC and because of our close connection with Florida he has always kept in touch with Joan and I, both here and when we are out there.

This November we eventually made arrangements to meet up. We were staying with our daughter and her family in Haines City which was not too far from where Livingstone lives.



FLOWER POWER



Mabel outside Livingstone's house and (left) Joan with Titan and Thaw

As the clouds were threatening rain and we did not want to get Mable wet we made arrangements to meet for breakfast in a small mall just a few miles from their home and to follow them back there afterwards.

It was nice to be able to put a 'face' to a voice. After filling ourselves with the usual American fare we got in our cars and followed Livingstone and his charming wife, Sandra, to their house.



Livingstone and I not looking as well preserved as Mabel! and their parrot and cat looking very interested!

There we had our reunion with Mabel, how wonderful she looked and how good the engine sounded! Howard would have certainly approved. She certainly has found a 'home from home' with her new caring owner.

While I was admiring the car Joan and Sandra forged a friendship because of their joint love of animals! Titan and Thaw, their two dogs and also their aged cat and parrot, all of which were soon being made a fuss of by Joan.

We had a very enjoyable morning with them and I am sure we will meet again on future visits to Florida.



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List of Members

Members printed in **bold** are in arrears and will cease membership on **January 14 2009**. Please note that all subscriptions **become due on March 31 2009**. Those members who pay by direct debit and have **DD20** in bold would they please update their payment to £25.00. Where question marks appear (?) Members are asked to contact the Membership Secretary with the relevant details

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			Chassis Reg. No: Date reg.	Body/Interior colour and other details

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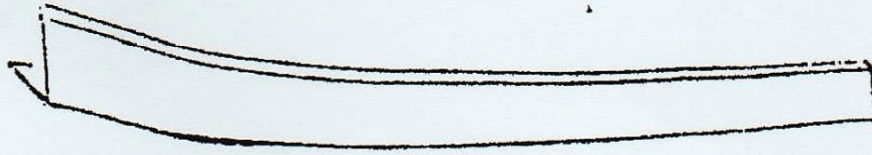
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PAGE 5 OF THE NEW SPARE PARTS BOOKLET

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Drain Plug, from TT8959	1	103222		2.00
BRAKES				
Master Cylinder:				
Master Cylinder Assembly (*17)	1	300868	Lockheed 31232	92.00
Washer	1	59268		0.30
Master Cylinder Repair Kit	1	500900		11.00
Valve Cups	1	59269	Lockheed 108128	1.00
Filler Cap	1	59278	Lockheed 89833	1.50
Valve Body	1	59267	Lockheed 2379	1.00
Front Brakes (TT1-TT14829):				
Wheel Cylinder Assembly, left and right hand . . .	4	103278	Lockheed 30284	36.00
Cup for Cylinder	4	59253	Lockheed 586	1.00
Flexihose, left and right hand (*19)	2		LockheedKL101406L	15.00
Cup Filler	4	102735		0.50
Front Brakes (TT14830):				
Wheel Cylinder Assembly, right hand	2	201098		22.00
Wheel Cylinder Assembly, left hand	2	201099		22.00
Repair Kit, cylinder	4		Lockheed KL71496	6.00
Bleeder Screw	2	102001	Lockheed 28696	1.00
Flexihose	2	103840	LockheedKL101203L	15.00
Rear Brakes:				
Wheel Cyl. Assembly, left and right hand (*21) . .	2	200914		23.00
Repair Kit, with boot	2		Lockheed KL71469	9.00
Repair Kit, no boot	2		Lockheed KL71506	4.50
Tension Spring	2	101826	Lockheed 25553	3.80
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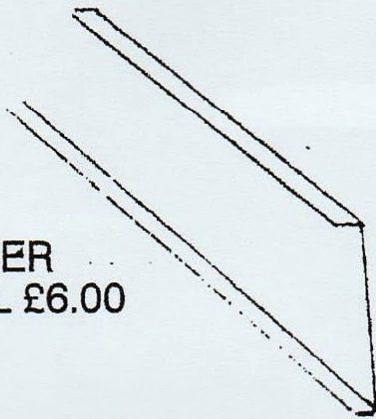
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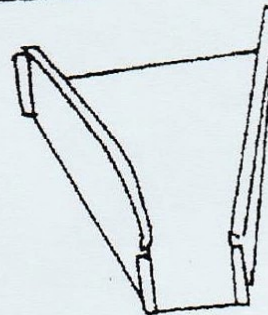
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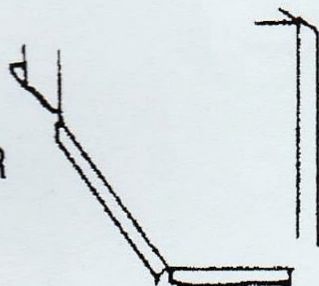
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INNER
SILL £6.00

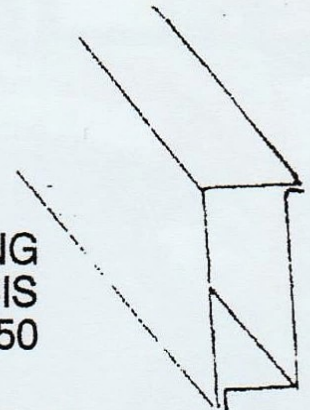


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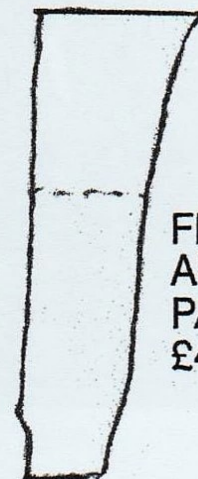


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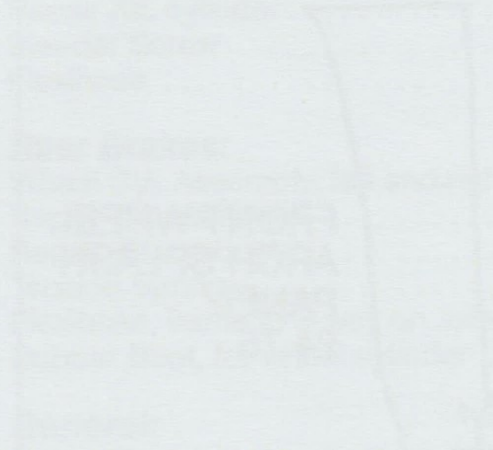


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