

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2012 No. 142



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2012-2013

LIFE PRESIDENT	Peter Benfield, Northallerton, North Yorkshire Tel: 01609 761260
CHAIRMAN & RALLY SEC	John Castle, Hinckley, Leics - Tel: 01455 613041 E-mail: john_castle@btinternet.com
VICE CHAIRMAN	Chad Brown, Stretton-under-Fosse, Warcs - Tel: 07785 561535 E-mail: esperkymba@yahoo.co.uk
GENERAL AND MEMBERSHIP SECRETARY	John Oaker, 19 Broadway North, Walsall, West Midlands WSI 2QG - Tel: 01922 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY	Brian Redshaw, 8 Albacross Way, Darlington, Co Durham DL1 1DN - Tel: 01325 262567 E-mail: brian21250@yahoo.co.uk
TREASURER	Paul Norton, Bromsgrove, Worcs - Tel: 01527 575651 E-mail: tvs520@hotmail.co.uk
EDITOR	Nico ten Wolde, Meernijk 110, 3454 HV De Meem, The Netherlands - E-mail: mail@nicotenwolde.nl
SECONDHAND SPARES	Brian Redshaw, Darlington, Co Durham - Tel: 01325 262567 E-mail: brian21250@yahoo.co.uk
REGALIA SECRETARY	Malcolm Barnsley, Aylesford, Kent - Tel: 01732 849140 E-mail: judy.barnsley@hotmail.co.uk
CLUB HISTORIAN	Steve Coulman, Messingham, N. Lincs - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley, Aylesford, Kent - Tel: 01732 849140 E-mail: judy.barnsley@hotmail.co.uk Larry Spouler, Richmond, BC, Canada - Tel: 1-604-272-7250 E-mail: spoulers@shaw.ca Steve Coulman, Messingham, Scunthorpe - Tel: 01724 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk Eddie Copson, Bacons End, Birmingham - Tel: 0121-603 8452 E-mail: copson.j@sky.com John Leslie, Invercargill, New Zealand E-mail: johnl@southnet.co.nz
CO-OPTED MEMBERS	Maurice Wilkes - E-mail: boundarylodge@gmx.com Clive Lungmuss - E-mail: lungmuss@aol.com
WEBMASTER	Robert Gannon, Hockessin, Delaware, USA - Tel: 1-302-234-1131 E-mail: trsix74@comcast.net

Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

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

FLOWER POWER
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Cover: Picture of Mike Clements alongside his Mayflower at Ripon Racecourse on Sunday, July 29. The car used to belong to Forbes Alexander who brought it with him from New Zealand in the 1980s

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

IMPORTANT NOTICE

NEW SPARE PARTS

**SHOULD NOW BE
ORDERED THROUGH THE NEW
SPARES SECRETARY**

BRIAN REDSHAW

8 Albatross Way, Darlington, DL1 1DN

Tel: 01325 262567

E-mail: brian21250@yahoo.co.uk

Editorial

Dear club members,

MANY THANKS FOR all your articles and letters and its great to see that our members can still find time to write about their Mayflowers.

To be honest, I had a very busy time during the last few months so I could not process all of your letters. If your letter is not in this version of the *Flower Power* it will be in the next one. My apologies for the possible delay!

In this magazine you will find a great report on our national rally, which I sadly could not join. I will really try to be there next year, but being a father of two young sons sometimes forces changes in priorities...

There is also a report on the so called "Northern Rally" kindly sent in by Peter Benfield.

Next to the above I would really like to take the opportunity to thank John Gogay for the great job he has been doing for many many years with regards to our spares department. John, Many thanks!

Please enjoy reading and please keep on writing!

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

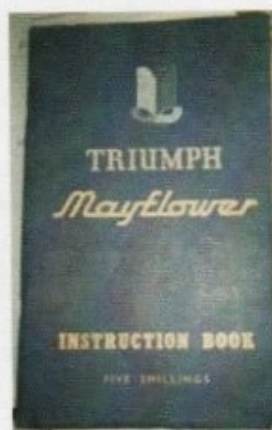
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If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at johnchoaker@btinternet.com

YOU CAN ADVERTISE FOR FREE!!

If you need that hard to find part or have anything to sell just send your advert to the Editor for inclusion in *Flower Power*

Instruction Handbook



Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1 2012, March 1 2013 and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Cheaper insurance

Morning John

Thank you for your information about Adrian Flux who was £20 cheaper than the one

I had, that was taking on the policy legal protection. Have sent a couple of pictures, one of my car, the other of the grille, I wondered if the one of the grille might make a good cover picture for your magazine?

Cheers
Gerry



Letters

Happy retirement

Well, John,

Got my *Flower Power* and was sorry to hear that I can not bother you for parts any more. I hope that Brian will do as good a job as you have done in the past. Enjoy your leisure.

We can stay in touch, of course. Always a pleasure. I want to wish Joan and you all the best and keep us posted.

Love
Gloria (Young) and Stew
Los Angeles, USA

NUMBER PLATE LIGHT



ONLY £22.00 EACH
From the Spares Secretary

Gloria makes the Beverly Hills Courier

Hi John and John,

I tried to e-mail the pictures from the show! I will send them by US post instead.

I was invited to the Father's Day Event in Beverly Hills. Tremendous crowds, great weather and lots of fun. It was a surprise that I even got invited. It corresponded to The Queen's Anniversay, showcasing English cars.

On the same day that opened up a ribbon cutting of Rolex store right next to our car.

Now I am checking out the personal invitation to Palos Verdes Golf Course, invitation only, to their Concours Event. I will keep you posted.

Now I have something exciting to put into Flower Power.

Making plans to go to Car Vendors show in Las Vegas called SEEMA.

*All for now. love
Gloria (Young) and Stew*

NEW STOCK OF FAN BELTS

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*These have to be
purchased by the club in large
quantities to keep the cost
down so please help club
finances by ordering
one for a spare
from the Spares Secretary*

BEVERLY HILLS COURIER June 22, 2012 | Page 13

Rodeo Drive Concours d'Elegance Draws 30,000 Owners Show Off Their Luxury Rides

✓ Gloria Young, 1953 Triumph Mayflower

Dana Graham, 1932 Chrysler Imperial

Homer Knapp, 1953 Norton

Rolls-Royce Tailgate Special

Howard Green, 1957 Rolls-Royce Silver Cloud I

Jeff Brynan, 1963 Jaguar

Dale Barry, 1934 Morgan Race Car

Congratulations to Gloria Young (938) for displaying her car in Rodeo Drive, Beverly Hills, California

Northern Rally report

by Peter Benfield

THE SO CALLED "Northern Rally" was held as usual this year on Ripon Racecourse on Sunday, July 29 and in spite of variable weather conditions the gathering of four Mayflowers together with the presence of Alan and Maureen Kormes' Renown was commendable.

It fully justified once again the value of this special gathering enabling members to meet each other and discuss their various problems in pleasant surroundings.

Many thanks to those who came on the day, especially Alan and Maureen with their beautiful Renown which complimented our Mayflowers.

It was great to see and meet the new owner of Forbes Alexander's car which was looking good and running so sweetly thanks to the efforts of Mike Clements.

Over 800 vehicles were present but as usual much interest was, as always, shown in our model.



From left to right: Alan and Maureen Kormes, Renown and Mayflower ASY 787; Mike Clements, KSK 160; Steve Watts, PWJ 737; and Brian Redshaw, BDX 929

SPARES SECRETARY

Brian Redshaw

Telephone: 01325 262567

E-mail: brian21250@yahoo.co.uk

Letters

Ride a cock-horse to Banbury Cross

Dear members,

...goes the old nursery rhyme. This is the story of a ride in 60-year-old 'Maisie' to Banbury for the annual rally at Broughton Castle, Banbury.

We bought 'Maisie' XAS 929, in December 2003 from Steve Coulman, the Mayflower Club Historian and trailed her from Scunthorpe to Worthing in Sussex.

'Maisie' was not our first Mayflower. In 1964, when we were 'courting' I bought 'Maisie I', NFJ 235, for £25 and we kept the car for three years.

In August 2003 we visited Shoreham Air Show and in a classic car show on site I saw a Mayflower VSK 262 on display. Nick Proudlock was then the owner. It was the first one I had seen since parting with 'Maisie I'. We had a photograph taken with it and that led to research on the web and the eventual purchase of 'Maisie II'.

Initial problems with cooling, thanks to the club for identifying cures; the starter motor and dynamo, thanks to Terence Joyce in Solihull, got us running regularly.

Annual mileage has been as high as 1,700, but averaged about a 1000 for the early years, mpg was 29 mpg.

In recent years both my health and Maisie's health began to suffer and her annual mileage went down to 500 then 300 and her mpg from 26 to 24.

Renewed health for me gave the incentive to restore Maisie's health and her fuel system, from pump to carb was renewed, her electrics were completely renewed, her brakes soon followed. Thanks to John Gogay for all his assistance over the years with advice and parts for Maisie. The MoT test was passed in June and a long journey to test all the work required.

The last rally Maisie attended was in June 2006 at Stanford Hall, Market Harborough. She won the distance award with 182 miles travelled. Another attempt on this record was required, so off to Banbury Cross.

The weather forecast did not look good. The rain in July was heading for the worst ever. Maisie's windscreen leaks when washing and she doesn't go out in the rain. But her mind was made up and gun-gum round the perishing rubber solved the leak. The rain dispersing liquid on the screen makes up for the awfully inefficient windscreen wipers.

We left at 0930 on the Saturday in the rain from Shoreham by Sea; a long route was planned, avoiding all motorways and main roads. We have tried motorways before, when travelling at 50 mph in the slow lane it is suicidal. Lorry drivers, the old 'Knights of the Road', scream up to your rear, doing an emergency stop as it comes as a surprise to them that you are there, and they put their horn on continuously as they swerve around you! Somehow their ignorance is your fault!

Overnight in Blackwell

We plan to stay Saturday night in Blackwell with a pal and then drive to the rally on Sunday morning, it adds 60 miles to the journey but John is a petrol-head with two classics and a workshop, if anything needs doing.

Maisie performed beautifully and the 176 mile drive took six hours in pouring rain, on country roads and the suburbs of London to avoid the M25. She cruised at 50 mph with oil pressure remaining constant. Her performance on hills was superb, though the temperature gauge rose dramatically and the only gear left was reverse. So no work required at John's workshop, and we went for a curry.

And so another 41 miles back to Banbury for the rally on Sunday on a beautiful sunny day.

Sadly only six Mayflowers made the rally, with 18 Renowns, but a good time was had by all. The site with majestic views of Broughton Castle over the moat was very special. It was particularly nice to have a visit from Lord and Lady Saye and Sele. They live in the castle and it is only open to the public on a few days of the year. They have a village and a church, but most important a most beautiful pub called the Saye and Sele!!

Howard Pryor ran his own one-man car jumble and I came away with new track-rod and tie rod ends, and two pull-arm rests. Del-boy has nothing on Howard, though he did not sell his 'unused' chrome radiator!

continued on Page 12

National Rally report

by John Castle, Rally Secretary

THIS YEAR THE National Rally was held at Broughton Castle on Sunday, July 15. The weather (most important) was good, it was warm and sunny and the setting was glorious.

His Lordship was most amenable, we had two options as to where to put the cars and along with the Chairman of The Razor Edge Club, Chris Hewitt, we decided on the brow of the hill overlooking the castle.

There were a total of 19 Renowns and six Mayflowers attending on the day. Unfortunately we know that three Mayflowers broke down en route which was very disappointing.

Champagne and nibbles were organised by the Razor Edge Club and at midday his Lordship and her Ladyship raised a toast to the Queen in her Jubilee Year.

The judging by both clubs then began and the results as follows: **Concours d'elegance** - Bernhard Long (1152), from Stratford-on-Avon (0000, registration number MYM 359).



Top Three: Paul Norton (462) from Bromsgrove (HTH 719); John Albon (972) from Lancing, Sussex (XAS 929); and Ray Horsfall (1115) from Southampton (KWK 994).

Back Seat - Ray Horsfall (KWK 994);
Distance Award - John Albon (XAS 929), with a mileage of 217 miles.

The Chairman's Cup was awarded to John Gogay for his services to the club as he is retiring as our New Spares Secretary after



Line up of Mayflowers ready for the judging

FLOWER POWER



A general view with the lake in the foreground

some 30 odd years and sending out over 2,000 parcels of spare parts. Thank you for all your hard work and good luck in the future John.

Two of our newest members attended, Chad Brown (1139) from Ashted, Surrey (617 YUA) and Robert Overy (1126) from Banbury (MDF 641) with his granddaughter who called the raffle numbers for us.

Newcomers

It was nice to see some newcomers although a lot of familiar faces turned up, for example Howard Pryor who was selling some of his old stock of spares and Peter Benfield in his Sunbeam Talbot.

These two experienced members with their wealth of knowledge did the judging for us. It was also good to see John Oaker, even though his Mayflower was playing up.

We must thank Chris Hewitt and Jenny Langton of The Razor Edge Club for inviting us to join them again and also his Lordship for his hospitality.

Next year there is to be in a STAR 90 (Standard Triumph Anniversary Rally) a three-day event between May 17 and 19 2013. This will be at Gaydon with trade stands, club stands and display stands, etc. More details to follow later.



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Another view of some of the Mayflowers and below a view of the beautiful gardens



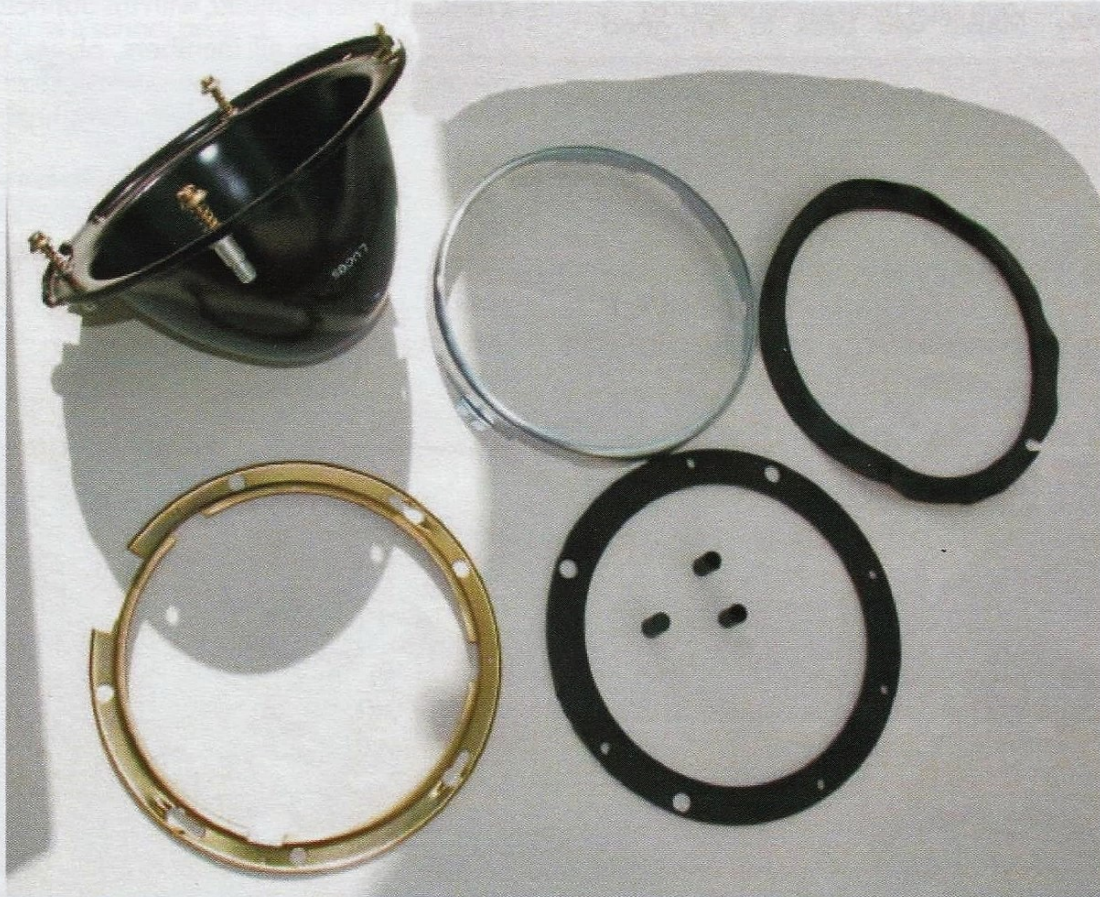
FLOWER POWER



All the Mayflowers and Peter Benfield's Sunbeam Talbot with the trophies to be won



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WANTED

YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally
Your day out, Your Mayflower

Please send them to the Editor

continued from Page 6

And so to prize giving. Maisie's bodywork is showing 'patina' from regular use, and so we were pleased to get a top three award. Probably because most of the excellent Mayflowers were absent due to the weather!

But the prize we were after was the distance award, having run 217 miles home to show, we won and it made the time, effort and expense worthwhile. Maisie was back to her good health.

We drove back to Blackwell that night, and left at 8.30 the next morning for home, a run of 169 miles in six hours. It rained persistently on the whole journey. Modern cars often pulled in front of us, forcing us to brake suddenly. They wouldn't do it if they knew how efficient the brakes are!! Nevertheless again her behaviour was perfect and we had an incident free run.

I used to run Maisie on leaded petrol until 2008, when it became more difficult to get, and have used unleaded ever since, without an additive. I did a check on mileage for the 432 miles of the trip and we returned a handsome 35 mpg.

Thank you to John Castle and Chad Brown for the organisation, and my fellow Mayflowerers. It was particularly good to see our President Peter Benfield, with his Sunbeam.

PS: A plea to all members, please try and make the next rally to show your support for the Club Officials who make everything happen.

*John & Barbara Albon
Membership No: 972*

Apologies to John and Barbara for not including their pictures but this was due to technical problems

1953 Triumph Mayflower FOR SALE



My father-in-law bought this 1953 Triumph Mayflower for his wife in 1969. It's a 2-door left-hand drive model, chassis number TT23760LDL. His recent death means it is now for sale

It hasn't run in many years but has lived in a garage on Long Island, NY all this time. More pictures and details will be available in early August

If you are interested please contact:
david.sh.rosenthal@gmail.com

Letters

Rolls and daughter ...

Hi John

Several years ago my daughter took a photo of the rain spots on the hood of my Rolls-Royce (12 mpg) as a school project.

I recently parked my Mayflower in the same place and took the following photo from the same angle, some might say a very close (snap!). Anyway they do call the Mayflower a pocket watch Rolls, if it isn't it's very close. Thought you might be interested.

Cheers

Gerry

ps The Rolls was sold ages ago



Triumph model result

Hello all,

I just received the new *Flower Power*. Good issue. I noticed the letter from Leland Felix about an unknown Triumph. He probably has a TR10.

These were shipped to the US in the early 1950s in sedan and estate version. From what I can find out they were a Standard 10 car that were re-badged as Triumph and sent here.

They did not last long and were replaced by the Herald. I am showing my age but I actually remember seeing TV advertisements for the TR10 and TR3. They were being sold as a secondary product by a Ford/Mercury dealer.

The above information came from a well written *Automobile Quarterly* article (Vol 11 No.2) about the history of Triumph.

Another thing that I found interesting is that when Sir John Black was forced to resign in 1954 he was given a payment of £30,000, a new Bentley and a *MAYFLOWER*. How fitting.

I don't have an address for Leland so please forward this to him.

Glenn Grossklags (787)
Chicago, USA

CLUB SUBSCRIPTIONS

If you have not yet paid your subscription for the Year ending March 31 2013 please do so as soon as possible We have extended the period for payment until October 31 2012 If payment is not received by then no further access to spare parts will be available and no further copies of *Flower Power*

Please send your cheque for £25 to John Oaker

(US members may send \$43.00, made payable to John Gogay, who will pass it on)



CONTACT SETS

£9.00 EACH

Both available from the Spares Secretary

Tennessee gathering

Hello all,

Earlier this month (June 2) there was a gathering of three Mayflower owners (no cars) in Cowan, Tennessee. Cowan is a small town in the Cumberland Mountains of central Tennessee.

The Jensen group was having their annual gathering (rally) and that was the day of the car show. Last February I had mentioned to Wally Walentarski (member number 93), who lives near Nashville, that we would be in the area in June with our Jensen Healey and invited him to join us.

He did just that. Also at the show were Bob and Nanette Clark (member 1127), also a Jensen Healey and Mayflower owners. Wally found Bob first while Barb and I were having lunch and then we found him just before he left town.

It was a good meeting. I feel that Bob was as surprised as Wally to find another Mayflower owner at a Jensen gathering. This is probably a first in the USA, three Mayflower owners in one place.

It would be nice if we all could get together again but as spread out as we are I doubt it. Bob and us plan on being at next years Jensen gathering in West Virginia. Maybe there is a Mayflower owner in that area?

It is a small world after all.

Glenn Grossklags (787)
Chicago, USA

After 31 years as Spares Secretary John retires

AFTER JUST OVER 31 years of serving the club as Spares Secretary John Gogay has handed over to Brian Redshaw, who is also the Secondhand Spares Secretary

Running the two spares outlets together will make things easier for members but will increase the workload for Brian.

Brian and his son travelled down to Kent from Darlington on Sunday, September 16, a journey of some five hours in his Landrover and trailer.

Packing and labelling the parts had taken John most of the preceding week. Because of the weight of some of the parts they could only be packed in smaller boxes which unfortunately meant more walking between garage and trailer.

However, after some two and a half hours loading was complete and Brian departed for a somewhat slower journey back to Darlington.

During the time that John has been Spares Secretary he has sent more than 2,300 parcels out to members throughout the world.

Locating genuine "new" parts is now almost impossible from garages and even at autojumbles it has become very difficult. That is why it is most important that if any member comes across a source to get in touch with the Spares Secretary.

We wish Brian all the best in his new roll and John a well earned rest. The Spares Service will not be operating until after October 1 to enable Brian to get things sorted out.



John Gogay (left) and Brian Redshaw loading the club's spares stock

Lady May's update

Hello Nico

Since our Lady May has been around the local car show circuit and continues to expand its reach she has also been referred to as the "Baby Bentley".

So in keeping with this upscale image our Lady May has been upgraded to fit her standing by having a serving tray installed behind the driver's seat and a lovely cut glass flower vase placed on the rear bulkhead behind the rear seat.

The serving tray came from an old Rolls Royce and is an easy install for anyone so inclined, the coach seats make the insert an easy task. Just fit in a frame under the fabric and all is good.

These added features provide a lot of fun at car shows as we place the tray in the serving position and add a small tea service. Always gets wonderful remarks.

*Cheers
Larry and Linda Spouler
Vancouver, Canada*

Three Counties Show

Hi Nico

I have been out and about again in the Mayflower, having received an invitation to show the car at the TR Register International Weekend at the Malvern Three Counties Show Ground (with the Triumph Stag Owners' Club).

The theme of the show was the 1952 Motor Show. I attended on the Saturday and was very grateful when fellow Mayflower owner Brian Jones offered to attend on the Sunday. There was also a Standard Vanguard Estate and a very late model TR7 on the stand.

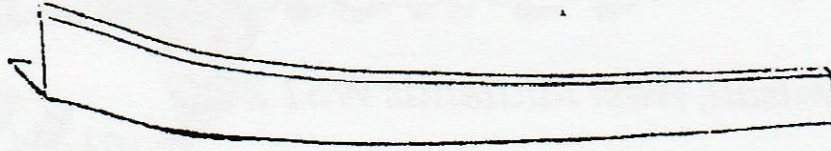
The cars were parked next to TS2 which is the second production TR ever made (it was also the very first right hand drive production TR). Hope this is of interest.

*Best wishes
Paul Norton*

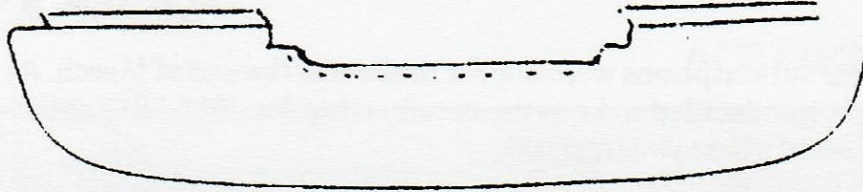


Classic Car Sills

Parts for the Triumph Mayflower



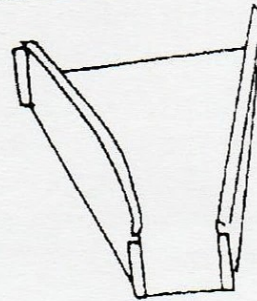
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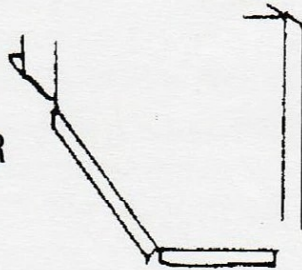
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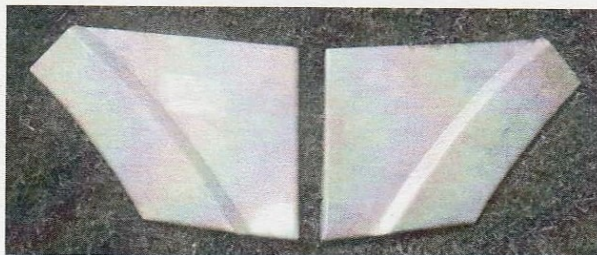


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TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

01-04-12

Dear Member,

Please note that members' annual subscriptions were due for renewal at the end of March. At the 2012 Annual General Meeting it was decided to keep the membership for 2012-2013 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at johnchoaker@btinternet.com.

Thank you

#####

Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2013.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars could make out a personal cheque payable to John Gogay, for \$43.00.

_____ Signed _____ Member number

My email address is _____