

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2015 No. 152

1928
1950
1968

2015

January February March April
May June July August
September October November December

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LATE NIGHT EVENTS

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FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*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

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Cover: Part of the 2015 calendar printed up by KMS Tools, where Larry Spouler (who sent in the picture) purchased his Mayflower. Good to see her top dead centre with her grille work in the background imagery.

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.

CONTACT SETS



ONLY
£9.00
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*Available
from
the Spares
Secretary*

Fancy this?

Advertised on Ebay in January

Triumph Mayflower, 1953 [remains what's on truck], with original reg PYA 267, no owners on V5, what you see is what you get. This V5C is fully transferable. Valued at £1200. Ideal for hot rod, etc.



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,

In front of you is the Spring 2015 edition of *Flower Power*. The winters coldest days are behind us (at least in Europe) so our Mayflowers are probably eager to get on the road again. If you take your car for a drive please share your experiences with us!

In this magazine you will find an article on overhauling the Mayflower front suspension. Fifteen years ago I tackled this quite easy job myself and used upgraded poly bushes from the Triumph TR2 instead of the rubber bushes.

Even after 15 years the suspension does not have any play and the bushes are like new. So if you decide to overhaul the suspension do consider using poly bushes that are available from many Triumph TR specialists.

Mike Clement took the time to write down his experiences with our somewhat unusual car. Many thanks for sharing this with us Mike!

Russ Hoenig has some great news if you have lost your Mayflower body number and a question about the front seats. Please take the time to read his article.

Next to the above you'll find news from our rally secretary, another Mayflower film star and wedding motoring with the Mayflower.

Many thanks to those members for taking the time to write down your experiences, memories and technical information.

This is what really helps John Gogay and me to create this unique magazine. Please continue in this way so we can keep the *FlowerPower* alive!

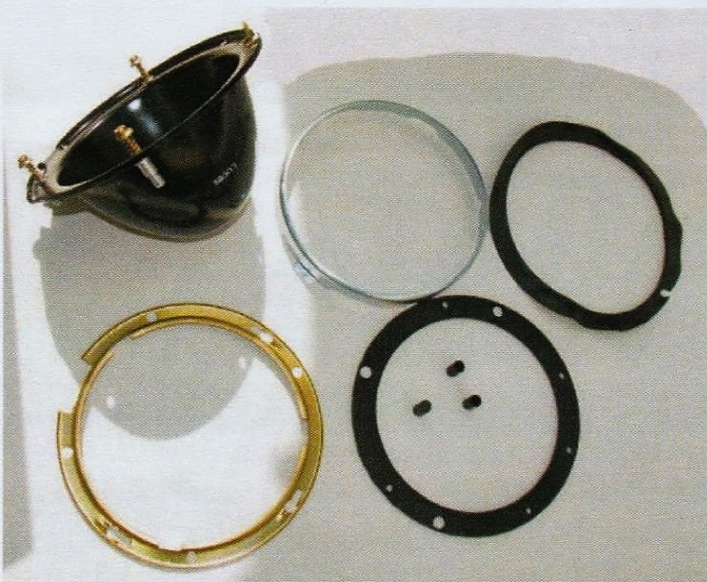
Happy motoring and again many thanks for your input!

Copy dates

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

**MAYFLOWER
ANNUAL RALLY
Ripon Racecourse
Sunday 26 July 2015**

LUCAS HEADLIGHT BOWL ASSEMBLY



**Available from
the Spares
Secretary**

**ONLY
£28.00 EACH
or
£52.00 A PAIR**

Letters**My experience with a somewhat unusual car**

Dear Nico,

I first encountered the Mayflower in the early 1970s and I thought the sharp lines were brilliant. So I acquired a black Mayflower.

Over the next few years I bought a blue one and lastly one painted in what appeared to be a Ministry of Defence colour. I used each one to keep the next on the road, as spares were, even then, difficult. I relied on a local scrap yard as well, who had several.

During this time, my wife and I were fostering in Newcastle-upon-Tyne and were asked to take care of a brother and sister. They were currently being fostered on a farm up in the Cheviot Hills.

We drove the Mayflower up into the wilds and arrived at the farm. The farmer, on seeing the Mayflower, said: "Oh you've got one of those cars, I know where one is lying."

Whilst my wife and his wife discussed the children he took me a couple of miles up the main road, to where there was a sharp bend, and a sheer drop. At the bottom lay the Mayflower, upright amongst the boulders but impossible to recover.

During the next year or so I collected as many spares as I could from it. Eventually we needed a four-door car so I reluctantly parted with the Triumph.

On retiring I decided to try and acquire another and found KSK 160 on the Internet. I purchased it from the estate of Mr Forbes Alexander, who I later found out was well known within the club.

The car was in Edinburgh. I tried unsuccessfully to get it roadworthy enough to drive back but eventually I had to get it recovered.

It was interesting to see on our way back south, with the car on the low loader, the reactions of passing motorists as we drove down the A1.

On getting home, I started to get it roadworthy and MoT tested. I renewed all the brake cylinders, some pipes, and replaced the master cylinder. Stripped and cleaned the

carburettor, drained the old petrol and filled up with new. I fitted a new battery and started her up.

Since then I have done many minor repairs and broken down twice needing the RAC, once with a fuel line blockage and once with a mystery brake seized on.

I missed this years Ripon Rally due to my wife being in hospital, where she sadly passed away.

The latest is I sent the Mayflower for a professional external respray as the paint started to peel. So she looks much better now. Hopefully I will be able to attend rallies later this year.

*Best regards,
Mike Clement*

Edit – Dear Mike, please accept our heartfelt condolences on the loss of your loved one.

WANTED

**TWO
OVERRIDERS**

suitable for chroming
or already chromed
for my 1952 Mayflower

Contact:

Alan on 07831264562

e-mail:

m.kormes@btinternet.com

Letters

Mayflower body number tag, body seals and more

Dear all,

TT21092's "Fisholow" body number tag was beyond saving, so we got a new one from "Scotts Old Auto Rubber" (CP385). The problem was finding the correct height stamps for the stamping of the body number which was finally done and I have a set of proper numbers.

The offer for members is if you are going to replace your body tag and do not have these stamps, you can send the old and new tag to me and I will stamp it for nothing more than the cost of postage.

The original tag is sandwiched between the firewall and the new tag in the picture below.

I have been looking for over six years for the lower rubber door seal that is shaped like a reverse "F". This is the seal that is screwed down to the body holding the carpeting in place as well as providing a draft seal to the door.

The good news is I think I have found it. My question for the club is: how many owners would be interested in purchasing them. Please let me know at bofaus@windstream.net.

I have a sample coming and do not know the price yet, but TT21092 is going to have them any way. Please reply promptly to enable us to get a good price.

What's under your front seats?

When we were doing the interior on TT21092, the tags pictured at the bottom of the page were discovered under each of the front seat squabs.

They are printed: "a product of, The Lace Web Spring Co. Ld., Sandiacre, Nottingham". On the reverse of both tags is the handwritten number "186".

We found no trace of a tag on the rear seat of the car. If you look up this company, there are interesting articles about it's history. Does your Mayflower have these tags?

Regards

Russ Hoenig

13441 Olean Trail

Summerville, PA 15864, USA

E-mail: bofaus@windstream.net



Letters**Another film star**

Hi Nico,

I received an e-mail a couple of months ago from John Oaker asking if he could forward an inquiry to me regards finding a Mayflower to use as a prop in some film work happening in my area.

After a series of e-mails I agreed to meet Andy who runs a company specialising in classic police cars for film work. We agreed to meet at the film unit on location at the university of Birmingham campus in Selly Oak on the outskirts of the city.

I started the car up and guess what after no problems all year the car started to misfire which lasted all day and stalling at the traffic lights if you didn't keep the revs up, just what I needed as I was already running late!!!

Andy didn't seem bothered but it kept me worried all day.

I was informed it was going to be a long day as I had to be there at 10.30 am and I was persuaded to leave my pride and joy with Andy. So I caught the first bus that came along and spent the day in the city.

The programme being filmed was a daytime TV production called WPC56 and is due to be aired in early 2015 on BBC 1.

The car was driven by Andy (for insurance purposes I was not allowed to drive on set) four times along in front of a building which was meant to be the police woman's house, while a couple of extras walked past.

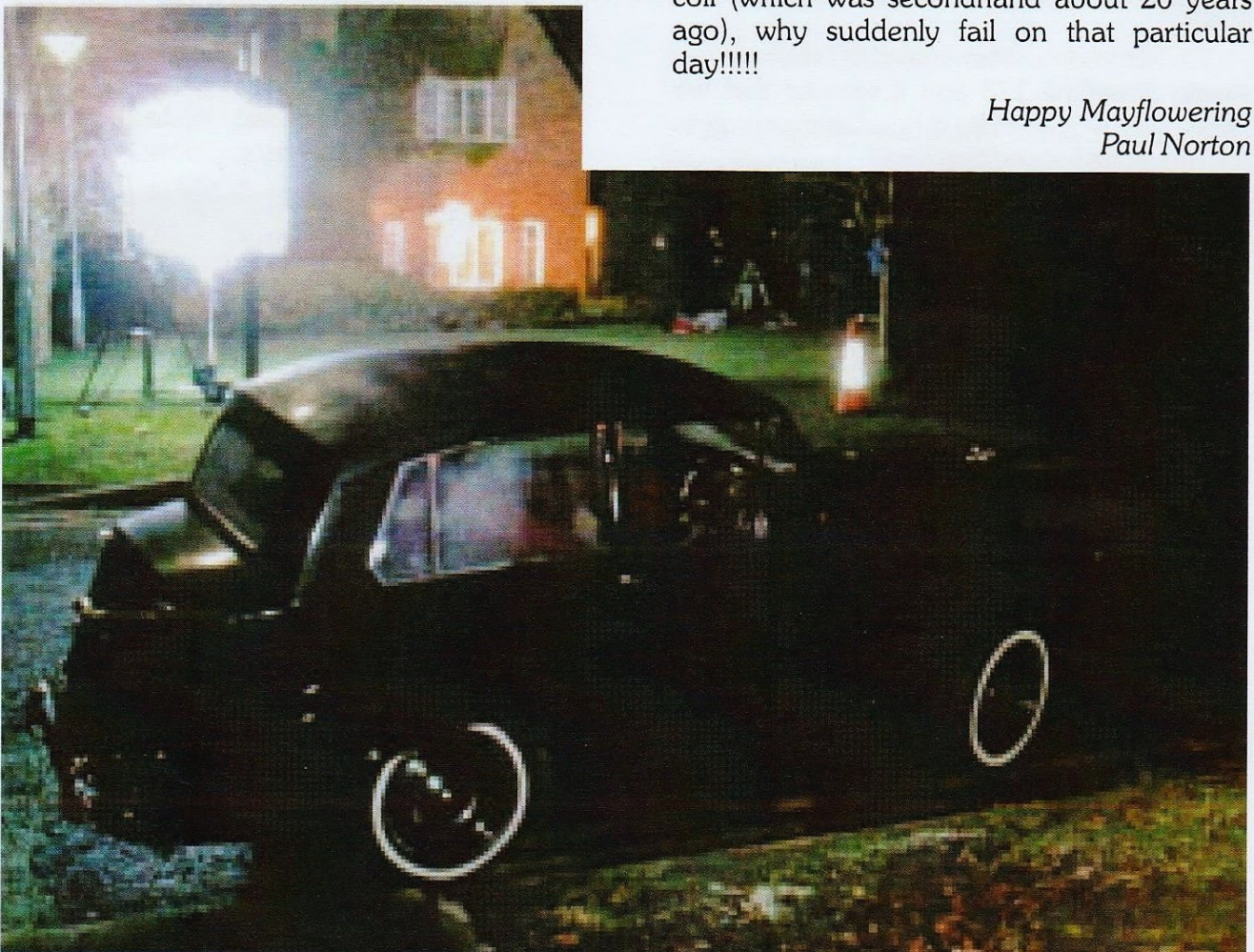
Each time I had to reverse the car back to its original position on the set, by this time it was getting cold and damp and we were glad it

By and large it was not very glamorous and quite boring to watch after a while but well worth it to promote our little car and hopefully put them in the limelight.

About a week later I managed to check the car over changing the plugs, leads, points and rotor arm from stock without any success.

I eventually cured the fault by changing the coil (which was secondhand about 20 years ago), why suddenly fail on that particular day!!!!

*Happy Mayflowering
Paul Norton*



Happy wedding motoring with my Mayflower

by Tony Goodyer (member 1174)

JUST 18 MONTHS ago my eye caught a local (Hampshire) advert for a 1953 Mayflower with only 32,000 miles on the clock.

Being local and with low mileage it seemed too good to be true but both criteria turned out correct and so the car chassis TT27072DL moved from Hedge End to Whitchurch.

There was little documentation except MOTs to verify the mileage and the car had been stored in a good garage and little used by the previous owner, the third since 1953.

Apparently earlier owners had used the car vary sparingly and it had been garaged since new. The condition of the bodywork with very little rust and good interior seemed to verify this claim.

The colour almost matched that of my Austin Sheerline 125 and it seemed that the Mayflower would make a good companion to the Sheerline for wedding hire.

This is a part-time activity. The cars get a good run of approximately 100 miles per booking and they generally bring smiles to faces of all, especially those who remember this era with nostalgia.

The important consideration, is of course, that the car must be reliable and in tiptop mechanical and running condition. To achieve this on a 60-year-old car, even starting with a good example, takes money, as we all know, and effort.

Apart from effort, some feel for motoring of the 1950s, both in the handling and expectations, is useful for the driver.

As this was the era that I started motoring, the "feel" does come easier in some respects, but in others, such as the faint heater, the just adequate mirrors and dismal lights, the lack of modern technology is very apparent.





However, there are some straightforward improvements that can be made and so the car went to Kingsdown Garage in Faringdon for the upgrades.

These included electric fuel pump and filter, electronic ignition, satnav plug and flashers to work with the trafficators. Trafficators are a must for passengers and flashers a must for modern traffic.

Apart from the enhancements, the car was given a thorough going over and a service which included resurfacing the exhaust mani-

fold, replacing distributor, and refurbishing the heater.

To complete the work, carpets and door liners were replaced and side panels changed to match the exact colour of the Sheerline with the rest of the car left in the original mist grey colour.

The process was completed over a longer period than expected but this is in the nature of the game. Finally photographs could be taken to put on the Premier Carriage wedding site and now a Mayflower is available for more happy events.

LOOKING FOR A FAIRLY GOOD MAYFLOWER TYRE JACK

to restore and add to
TT21092's engine bay

Please contact:

Russ Hoenig bofaus@windstream.net

Oh dear me

by Chad Brown, Rally Secretary

WHAT A PERFECT English phrase that simple "Oh dear me" which can cover so much from minor inconvenience to more serious events in life like your Triumph Mayflower giving a final gasp as it blows yet another cylinder head gasket.

There are stronger expressions that come to mind of course but that simple, lovely English expression is so suitable for an English iconic motor car.

Oh dear me says it all and that is a good introduction to inform you that I haven't yet had a copy of the last *Flower Power* to remind me what I said or promised last time.

Well I need explain that right now I am soaking up the sun and atmosphere of my favourite retreat, Pattaya in Thailand and our secretary is sending me a copy in the post on my return next month.

I have no explanation as to why I don't have a copy to I can only say "Oh dear me!" So without reference and continuity I am here in my favourite resort putting together something to share with my fellow enthusiasts and wishing you all a belated happy new year.

Shortly after my return to our green and pleasant land, just to use another well worn cliché, your chairman, John Castle, and myself will be attending the Standard Triumph Forum where we been invited to represent the Triumph Mayflower.

Later in the year (June 19-21) will be the Standard International Rally of which we will have further information after that meeting and forging stronger links with the Standard organisation which is the result of our chairman's skills in negotiations. We both feel that there should be closer links between us.

On Sunday March 29 is our Annual General Meeting held at the usual venue and this magazine will no doubt have full details.

We will be looking more carefully at our plans for the next two national rallies which are in the embryonic stage of breaking away from



How professional is professional, oh dear me!

FLOWER POWER

continued from Page 8

sharing with the other closely related Triumph clubs and go independently as part of a much bigger event of which our club will be a small part.

This will give us the backing of a much more diverse show to reward members time and trouble of travel to the event.

Many of you will no doubt say "Oh dear me" or something like that but to further include well worn phrases none of these plans have yet been set in concrete so come along to the AGM and give us your point of view and preference to combining our event with Ripon Old Cars and next year Coventry Festival of Motoring.

I have recently purchased a 1935 Austin Ten Four Lichfield and driven it down from Anglesey to join my fleet.

Our Secretary John Oakley said "Oh dear me" or words to that effect but he needn't worry about this interloper which will only be attending events when Little Nell, my Mayflower, is just not functioning (perhaps he has good reason for concern you might say).

I continue to represent the Triumph Mayflower and the Triumph Mayflower Club at

every opportunity including the Milton Keynes Classic Car Tour on April 26 where we have made a name for ourselves driving over a 90 miles route among much faster cars.

Last year we were awarded a special prize at Silverstone for the spirit of the rally.

Final note

On a final note of interest to fellow old car enthusiasts I recommend 'The Illustrated Encyclopedia of Extraordinary Automobiles' by Giles Chapman which my co-driver John Banks and myself have found fascinating describing so many interesting innovations over years of development. And once again why he didn't see fit to include the Triumph Mayflower leaves me puzzled.

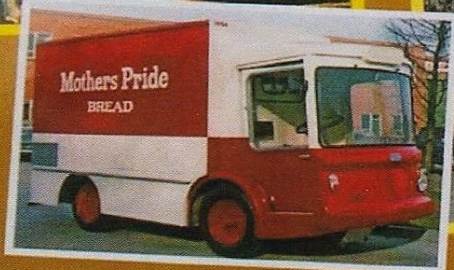
After many years of association with Thailand I have to admit that my understanding of their language is abysmal but the idea for my title of this little article came from my new Thai partner Danni who left me in fits of laughter when he suddenly came out with so English an expression as "Oh dear me".

Their use and spelling of English is one of the many delights of this country and I hope I raise a smile with this article and picture. See you at the AGM, "Oh dear me!"

ADVERTISEMENT

ELECTRIC AVENUE

The story of Morrison-Electricar



Keith Roberts

Overhauling the Front Suspension

1. INTRODUCTION

You will see from the supplementary spares list accompanying this issue that I can now supply the complete range of bushes for the front suspension, either individually or in a set. With these bushes you can not only repair but also improve your suspension, by replacing the rubber bushes fitted to the inner ends of the lower wishbone arms with the arrangement of nylon and steel bushes used on the TR3. An article on this subject by Robin Bussell appeared in "Flower Power" No. 9, but as members who have joined since 1976 are unlikely to have seen this, it is reprinted below, together with some other material which will (I hope) be useful.

2. GENERAL ARRANGEMENT OF FRONT SUSPENSION

Fig. 1 is reproduced from the Spare Parts Catalogue, and Fig. 2 clarifies the arrangement of bushes and washers upon either side of the trunnion; no alteration to these is possible.

Of the parts detailed in Fig. 1, I can at present supply the following:

No. on Fig. 1	Stanpart Number	Description	
3	100536	Outer bearing	Wheel bearing kit
8	100573	Inner bearing	QWB 107C contains
9	100868	Retainer for oil seal	one of each,
10	100867	Oil seal, felt	plus pin and grease
13	100866	Stub axle	
15	58224	Trunnion oil seal	(Sold only with trunnion)
20	101540	Grease seal	
21	101537	Thrust washer	
25	102228	Rubber bush	
34	100751	Rubber washer for coil spring	
41	200771	Upper wishbone ball assembly	
48	58615	Idler oil seal	
52	101557	Bottom trunnion	
55	102987	Shock absorber eye bush	

I can also supply the hub cap (200244) shown on Fig 1, and will be supplying shock absorbers as soon as funds permit. In due course I hope

to be able to provide fuller repair kits, including all necessary nuts, washes, split pins, etc.

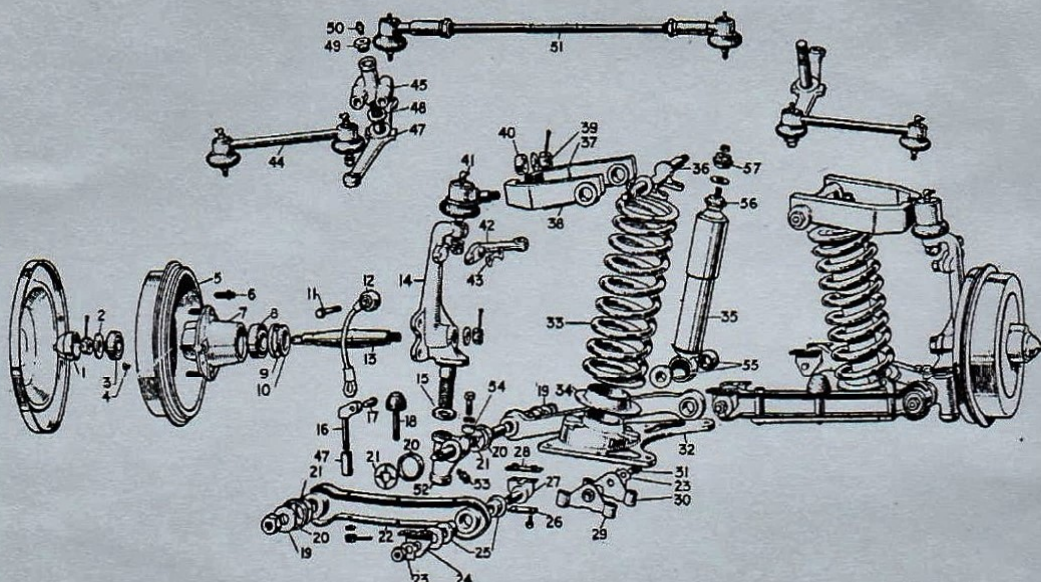
The anti-rebound cable assembly (Nos. 11, 12, 16 and 17 on Fig. 1) was not fitted to later "Mayflowers" for the home market, so is presumably not essential. In any case it is now unobtainable.

3. REMOVAL OF FRONT SUSPENSION UNIT (From Workshop Manual)

Note: The numbers quoted refer to those shown in Fig. 1.

- Jack up the front of the car, remove road wheel, and place support under jacking bracket, afterwards withdrawing the jack.
- Disconnect steering outer tie rod (44) from the steering lever (42).
- Compress front spring (33) by applying a lifting jack under brake drum (5).
- Remove locking nut ($\frac{5}{8}$ " A/F spanner) on the upper end of the shock absorber (35), whilst holding the larger nut on this spindle with a suitably thin spanner ($1\frac{1}{4}$ " A/F).
- Remove the four plain nuts ($\frac{9}{16}$ " R/F) on the studs which secure the shock absorber. These should not be confused with the 6 castellated nuts which secure the spring pan.
- The shock absorber (35) can now be driven down through the spring pan (32) with a hide-faced hammer.
- Remove the split pins which secure the six spring pan securing nuts, and REMOVE THE CENTRE BOLT ON EACH SIDE AND REPLACE WITH GUIDE PINS, leaving the other four for removal, as directed in next operation ($\frac{5}{8}$ " nut and $\frac{9}{16}$ " A/F bolt head).
- Remove pack and place under centre of spring pan with a suitable packing, as shown in Fig. 3, to provide clearance on the four shock absorber mounting studs. NOTE: One or two guide pins used.
- Remove the four spring pan securing bolts not so far withdrawn, and lower jack, thus

FIG. 1



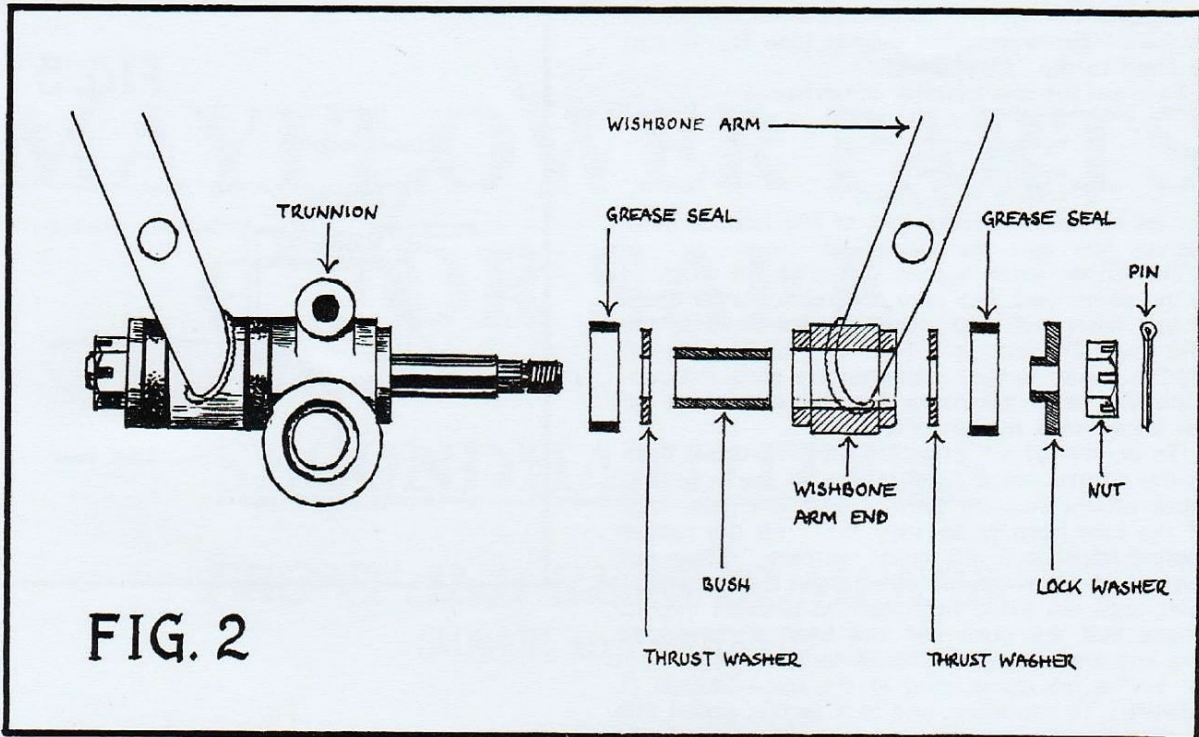


FIG. 2

releasing spring pan. With all but early models a rebound cable (12) is attached to a special bolt (16), which is substituted for the front outer spring pan securing bolt, and this bolt will then be left attached to the cable. NOTE: It is most important that the inner end of the cable shall be free to rotate on the attachment bolt. Failure to allow for such movement will ultimately lead to the collapse of the cable.

- (j) Disconnect the brake hose from the body valance. This detachment necessitates the removal, in the case of the right hand side of the car, of the two lower hydraulic unions and barrel nut to allow access to the nut which secures the hose to the balance, as shown in Fig. 4. The banjo union on the left of the car has only one union to remove in addition to the barrel nut. NO ATTEMPT SHOULD BE MADE TO TURN THE HOSE BY ITS HEXAGONAL EXTREMITIES, as such a procedure will destroy the hose. The hexagon sizes on these items are of Whitworth specification—the union nuts being approximately $\frac{7}{16}$ " A/F, the barrel nut $\frac{3}{8}$ " A/F, and the lock nut $\frac{15}{16}$ " A/F.
- (k) Release the locking plates (26) which lock the four bolts on each side of the bottom inner fulcrum bracket (24 and 27) and remove these bolts, thus releasing the bottom wish-bones (22) from the chassis side member ($\frac{9}{16}$ " A/F spanner required).
- (l) To complete the removal of the assembly, withdraw the four bolts which secure the top inner fulcrum bracket (26) to the spring abutment bracket. The two rear bolts are provided with loose nuts, but the outer pair screw into captive nuts ($\frac{9}{16}$ " A/F spanner required).
- (m) Re-assembly of the front suspension assembly is the reverse procedure to the foregoing, with the additional necessity of 'bleeding'

the brakes upon completion of re-assembly and the employment of guide pins as shown in Fig. 3 when fitting the spring and pan.

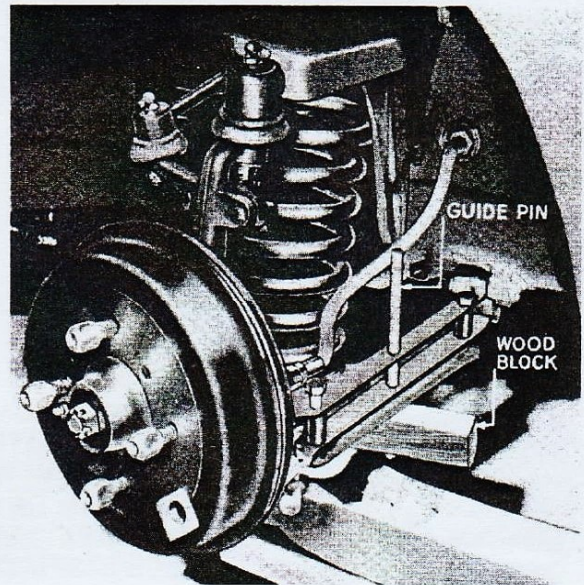


Fig. 3. Method of supporting spring pan whilst removing four outer securing bolts

4. ALTERNATIVE LOWER WISHBONE INNER BUSHES FOR YOUR 'FLOWER'

A 'Mayflower' weakness that MOT inspectors often delight in pointing out is the tendency of the black rubber bushes at the inner end of the lower wishbones of the front suspension to disintegrate. The TR2 sports car, with virtually identical 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 were changed to an

arrangement of steel lined nylon bushes and nylon washers. These modified bushes (see Fig. 5) can be fitted to the "Mayflower".

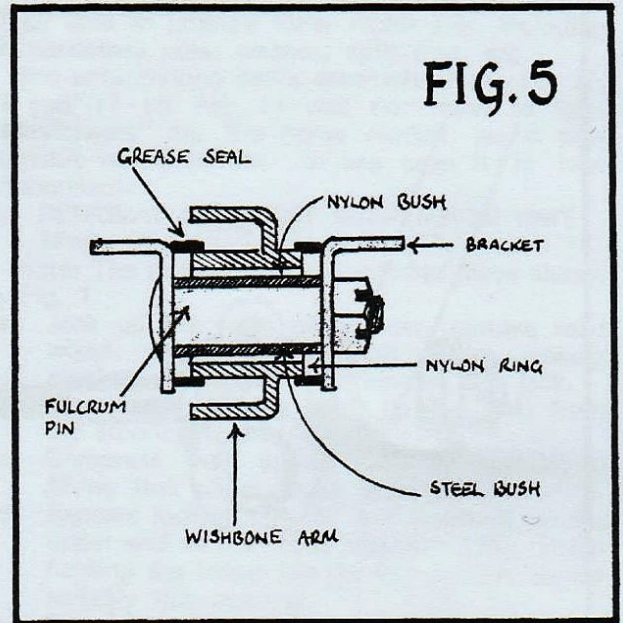
Each set for one bushing comprises:—

- 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. (NOTE: The bushing kit TMC 4 shown in the supplementary parts list contains the parts necessary for the conversion of the lower inner bushes only).

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 on to 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 on to 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 Nylon nuts.



Worldwide Membership

RIGHT HAND SIDE

LEFT HAND SIDE

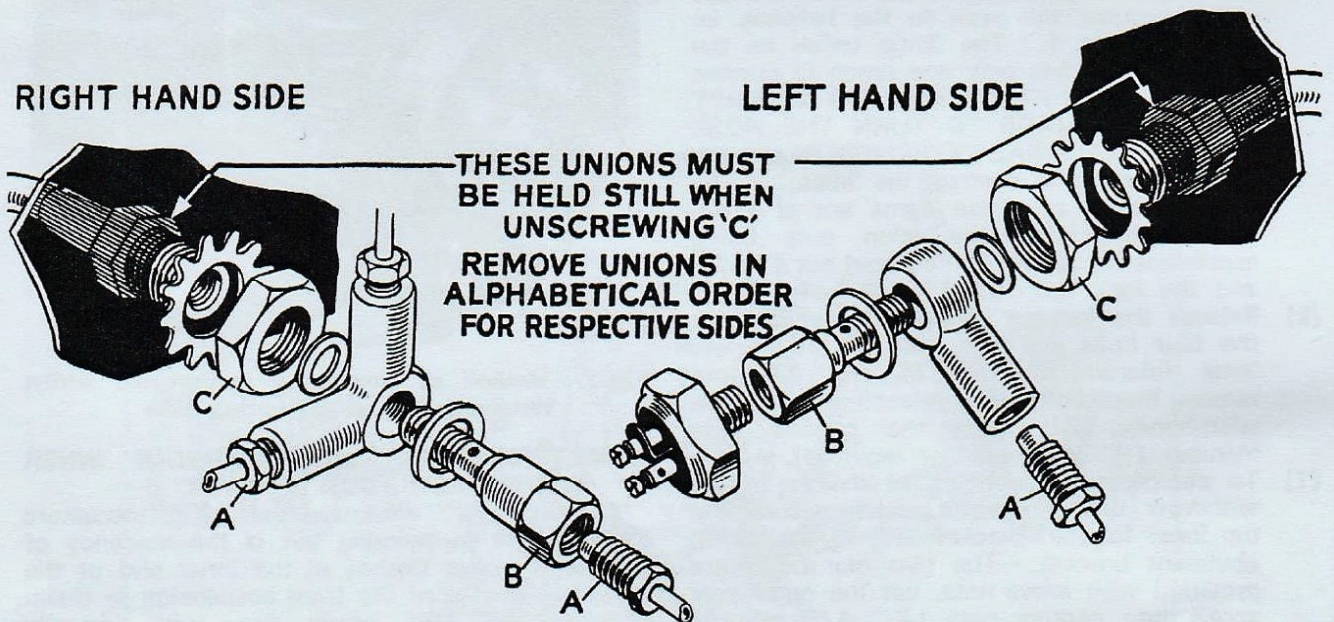


Fig. 4. Front brake hydraulic pipe connections

MAYFLOWER PARTS FOR SALE

SECONDHAND ITEMS

FRONT AND REAR BUMPERS

(800131 and 800155)

COMPLETE REAR SEAT (Red Leather)

(550747 and 550749) GOOD CONDITION

COMPLETE RADIATOR SHELL AND GRILLE

(900102)

AIR SILENCER AND BRACKETS

(200344 and 200739)

NEW ITEM

BOXED RADIATOR SHELL

(800074)

Contact:

jgogay@aol.com

01322 221493

TRIUMPH MAYFLOWER CLUB



Worldwide Membership

John Oaker

19 Broadway North, Walsall, West Midlands WS1 2QG

01-06-14

Dear Member,

Please note that members' annual subscriptions were due for renewal at the end of March. At the 2015 Annual General Meeting, after much discussion, it was decided to keep the membership for 2015-2016 at £25 per annum for all members regardless of where you live. However, an increase to £30 is expected for 2016-2017!

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

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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 2016.

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 _____