

Triumph Mayflower Club

TRIUMPH



CLUB

SPRING ISSUE 2021 No. 171

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THE TRIUMPH MAYFLOWER CLUB

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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: This picture is of Dave Rutherford's Mayflower on its 'Drive Your Triumph Day' out complete with mask! — further pictures on page 14

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.

SPARES AVAILABILITY— LATEST NEWS

The Triumph Sports Six Club, where we keep our spares, is getting back to normal but will not open to the public until June. As it is a 30 mile round trip for me to collect spares for despatch I try and limit visits to once a week if orders warrant it.

CRANKSHAFT PULLEY PROJECT — I am expecting delivery shortly of 4 pulleys I have had made. I will send an email out when I have a firm price.

PEDAL GROMMET PROJECT — The 3D printing of these was not a success. I was then given a contact at East Kent Trim to try and get them injection moulded but have not heard back from them after my initial

REAR SCREEN RUBBERS I recently had to get some more rear screen rubbers made. To get a better unit cost I have ordered more than I really needed so to clear some space in the stores I am offering a limited number at the reduced price of £25 + shipping instead of the normal £40. First come first served.

QUARTER LIGHT RUBBERS — I have recently had one or two enquiries about the availability of quarter light rubbers. These are not currently available but member Gordon McMurray has provided me with a contact for their manufacture. As they are a moulded rather than extruded seal the tooling costs will be in 4 figures so I need an indication of demand with the cost per rubber likely to be £75 to £100.

CHOKE & STARTER CABLES — Recently I have had a run of requests for choke & starter cables. I have now run out of used items and have failed to find an alternative with the Lucas fitting for the removable knobs. If anyone knows of an alternative please let me know. Early Herald/Vitesse have been suggested but these don't seem to be available either. Failing that I will try and get some made. Does anyone know the inner and outer lengths for both cables?

Contact:

Paul Burgess on: pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

Editorial

Hello fellow Mayflower lovers!

I hope that, wherever you are in the world, the pandemic is not impacting too greatly on you. We are lucky that Wales is rolling out its vaccine programme quickly; hopefully many of you will also have had at least your first jab.

Now I have to bring you some very sad news: Colin Moremon, who joined us very recently, has passed away. On behalf of all his fellow TMC members, I would like to pass on our condolences to his family.

There is plenty of variety in this issue, including news of a Mayflower with a male name; more about 'Rip van Mayflower' on page 16.

Malcolm Bath and his wife Janet, give us an insight into the trials and tribulations of publishing *Flower Power* in its very early days. Not one, but two overseas members have sent in contributions, and it's great news that we've had another non-UK member join us in the past few weeks.

More inclusive

A few issues ago, I said in my editorial that I hoped *Flower Power* would begin to feel more 'inclusive' to our members around the world, and I'm delighted to see that this is beginning to happen. Along with the superb cover photograph (with USA member Dave Rutherford's Mayflower masked and ready to go), there are plenty more photographs from 'Drive your Triumph Day' to be found on page 14.

We have technical advice from Paul Burgess, and also an update on what's been happening recently on the club's website: amongst other things, the entire *Flower Power* archive is now on there, right back to the club's formative days in 1974! I would also recommend taking a look at the club's Facebook page, which seems to be going from strength to strength; another way in which the club is trying to embrace the digital age.

Before I tell you what you can expect in the next issue, I'd like to know if any of our eagle-eyed readers managed to work out who the 'Mystery Man' was in the last *Flower Power*? Well, it was no less than our former Chairman, John Oglesby, standing by his first Mayflower in

1982 (the nave plates were away for re-chroming, apparently). Cracking pair of flares, John!

Well, in the next issue we will have an extraordinary revelation that our club might not have been the first! We will hear about a surprise reunion in South Africa, and also the story of a Mayflower that had a famous owner. There will be an inspiring article from one of our younger members, who has completed a superb restoration in record time (our Mayflower now having been on the drive for five years now . . .).

I am also hoping that there will be news of meets and rallies, without the word 'postponed' being used too often: one event which we are already assured will 'definitely' be going ahead is the TROC (Triumph Razoredge Owners Club) Summer Rally (July 11, see our club website nearer the time, for full details).

I look forward to being able to add more contributions to our next issue, and my thanks to everyone who has taken the time to send things to me.

Happy, but Covid-safe Mayflowering
Barbara

Welcome to new members

1295
1296
1297
1298
1299

We are currently unable to
publish members details

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are July 30 and October 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

LOOSELEAF WORKSHOP MANUAL

A4 copy of Triumph Mayflower
Workshop Manual

All ready to go into a A4
Looseleaf Folder

To clear £10 + £3 P&P

Please contact jgogay@aol.com

Chairman's report

Hello all

Could this be the year we get to go to a rally? I hope so. The Mayflowers should be running well after the lay-off.

There is not a lot to report about the club, so instead I will tell you some more about my time working in the car plants: I was on the engine line at the Rootes/Chrysler plant in Stoke, when the foreman asked us if anyone wanted to go to the Ryton plant, to work on the start-up of the Avenger car. So, to cut a long story short I went into the Body in White. When we got to Ryton, the builders were still working on the new plant!

I remember one day the foreman said he wanted us to build 10 cars that week, so we had

to drag the cars around the site, looking for the parts, and a machine to weld it together.

Later on in full production, we were turning out 50 cars an hour; then the unions and managers fell out and we went on strike for 13 weeks. Looking back I wish I had got up at the meeting, and said if we do not go back to work there will not be any car plants left in Coventry.

After that, Chrysler sold the plant to Peugeot for £1.00 and went back to the States; then Peugeot left, and after a while there were no plants in either Stoke or Ryton.

Hope to see you at the rallies this year, if we do not get another lock-down.

*Keep safe and have a good summer
John Castle (Chairman)*

Around the world in 26 letters

This time we travel to Japan, and a Mayflower owned by Gonsho Asamoto. It featured in *Flower Power* issue 122, back in the Summer of 2007. At the time, Gonsho had just moved to the city of Hamamats, which is the birthplace of both Mr Honda and Mr Yamaha. Gonsho had given his Mayflower what he described as a 'special room', next to the entrance of his new home — she is much admired, he said, because older cars are in a minority on Japanese roads. It appears she's also pretty spoilt as well — they are definitely not garage doors in the photo!

Gonsho, if you happen to see this, perhaps you would be kind enough to let us know how you are getting on with your Mayflower. — Ed.



Website update

Hi everyone,

Hope you have all survived the pandemic without too many scares and are busily getting vaccinations ready for a re-starting of activities.

Andi has been working hard on the website, mostly behind the scenes stuff, but also updating the website content as well. She launched a new version on Friday (April 23) and I suggest you all have a look at her (lengthy)

description of what has been achieved. If you follow the link below that should take you to the relevant page.

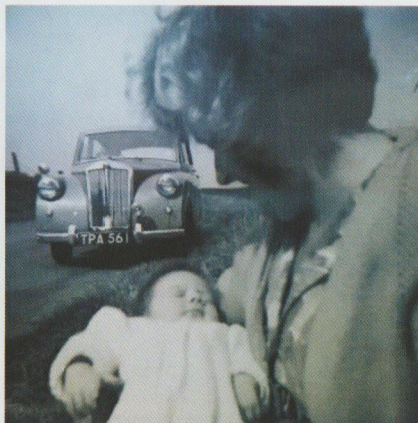
On the TMC website, click on the *NEWS* tab then *Website v1.2*, at long last! Then the *Continue Reading* . . . to open the article.

*All the best wishes, hope
to see you all soon,
Rob Davies, Website Editor*

Looking for a new home

TPA 561 came to live with my family in 1963, when she was 10 years old. I think she was acquired from 'Uncle' Richard Ham-parsum, an Australian who had been a Manchester University student with my father in the late 1940s. He owned a garage down south somewhere and always drove rather smart cars. (My older sister thinks I can't be right; she says that a Mayflower was hardly the sort of vehicle Uncle Richard would have had!)

Teepah, as she was always known on account of her number plate, was our main (only) family car for about a decade. There are photos of me as a toddler, sitting on her bonnet, and this one, when I'm a babe in arms in 1966 my father was clearly more interested in snapping the car than his third daughter, so Teepah is in focus and I'm not! The holes in her back window shelf were cut for my baby seat to hook into, and the pencil crayons wedged in the gap around the shelf are mine too.



After she was replaced by an Austin Maxi, in the early 1970s, Teepah was kept in a rented garage a short drive away from our home. But she was sadly rather 'out of sight, out of mind' while my father was building his business and my mother had returned to teaching. I remember going over there to help my father push her out of the garage, turn over her tyres and her engine, polish her chrome bits and push her back into the garage again, on a number of occasions. By the time I went away to University in 1985, however, she had long been forgotten.

Then in 1988, my parents invited me and my then boyfriend (now husband) to design them a new house. (We were both architecture students.) We bought our first vehicle a Series 2 SWB Landover, very suitable for snowy Derbyshire and Roddie attended car maintenance courses to learn how to look after her.



My father recalled poor Teepah, festering in a garage, and decided to gift her to Roddie, in the hope that he would have time to restore her and get her back on the road. She was in such a poor state by then that she needed extensive bodywork repairs, after which she was housed in half of my parents' new double garage, while we returned to complete our university courses in Edinburgh. We began a lengthy negotiation with DLVA in order to keep her number plate explaining that we had not just acquired the vehicle for the plate, and sending photos of me and the car to prove that Teepah had long been a family member.

Married

After we were married in 1992, Teepah was moved to Buxton but she has spent much of the last 20 years in garages and has rarely been on the road. We have focussed on doing up our houses, and starting and running our own businesses, and like my father, we have just not had the time to devote to her that she deserves.

My parents were tragically killed in a road accident in the States in March 2003, and Teepah has since represented them at a number of family occasions. She gained a temporary number plate for my sister's 50th birthday (IAM 502 or I AM 50 2) in October 2003, and a car parking space on the forecourt of Kings College, Cambridge when she was my niece's wedding car in 2004. In fact, Roddie has been

continued on Page 13

Thermostats

by Paul Burgess, Parts and Regalia Manager

I'VE BEEN ASKED a number of times about the thermostat which was originally fitted to the Mayflower and did not really know the answer apart from that it was rated at around 72°C and was a bellows type. So, I have now done some research. First, the basics:

The thermostat has two important jobs:

1. Accelerate engine warm-up: By blocking the circulation of coolant between the engine and radiator until the engine has reached its predetermined temperature.

2. Regulate the engine's operating temperature: By opening and closing in response to specific changes in coolant temperature to keep the engine's temperature within the desired operating range.

The basic parts of a thermostat are:

1. Heat motor, which includes a valve attached to a piston that is embedded in a special wax.

2. Flange.

3. Spring.

4. Frame.

Some thermostats also have a disc or collar/sleeve at the base that closes a bypass circuit inside the engine as it opens the radiator circuit. The bypass circuit circulates coolant inside the engine so that hot spots can't form when the radiator circuit is closed.

How a thermostat works

1. When the engine is cold, the thermostat is normally closed; restricting flow to the radiator allowing the engine to "warm up".

2. As the engine warms, the increase in heat causes the wax to melt and expand, pushing against a piston.

3. This forces the piston outward, opening the thermostat so coolant can start to circulate between the engine and radiator.

4. As heat increases, the thermostat continues to open until engine cooling requirements are satisfied.

5. If the temperature of the circulating coolant begins to drop, the wax element contracts; allowing spring tension to close the thermostat, which decreases coolant flow through the radiator.

Thermostat temperatures

1. Thermostats have a "rated" temperature such as 176°F or 80°C.

2. This is the temperature the thermostat will start to open, give or take 3°F.

3. The thermostat is fully open about 15-20°F (8 to 10°C) above its rated temperature.

3. Many thermostats have a "jiggle pin" or "check valve" that allows trapped air in the cooling system to pass through the thermostat and be released from the system.

4. If a thermostat does not have a jiggle pin, it may have a "bleed notch" or other method of removing air from the system.

The Mayflower

Page 10 of the Mayflower Instruction Manual states that with the engine warmed up the water temperature gauge should register a temperature of between 70° and 80°C during normal running.

Section C: Cooling of the Mayflower Service Manual contains the following information:

'A thermostat is accommodated in an aluminium alloy housing, which is bolted to the combustion head. The thermostat, which is described in detail later in this section prevents the circulation of the water through the radiator until water in the engine water jacketing has been suitably raised in temperature.

The water housing is bolted to the cylinder block. This housing is provided with a main inlet elbow through which the water enters from the radiator. Water entering the housing is forced in to the engine water channels through matched orifices in the housing and cylinder block. The water housing has another smaller elbow, through which the water is by-passed from the engine by way of the thermostat housing, this forming the only outlet for the circulating water, until the main outlet to the radiator at the top of the thermostat becomes available, with the opening of the regulating valve due to necessary rise in coolant temperature. The by-pass, which is somewhat restricted by the size of the outlet hole in the thermostat housing, continues to pass a small amount of water even after the main outlet passage comes into operation. (See Figs. 3 and 4.)

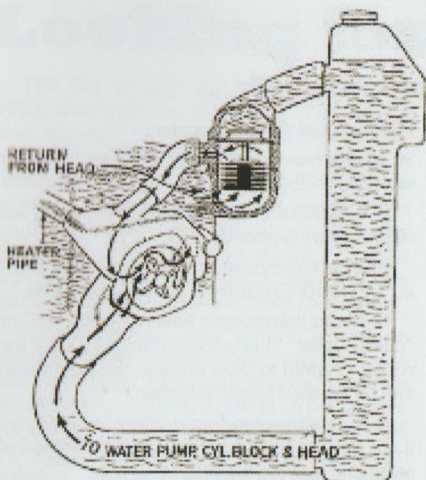


Fig 3. Diagram of water circulation with thermostat valve closed

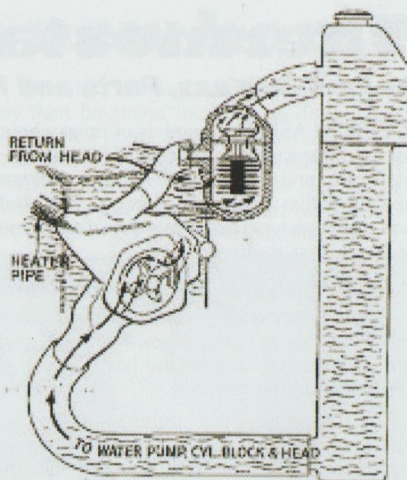


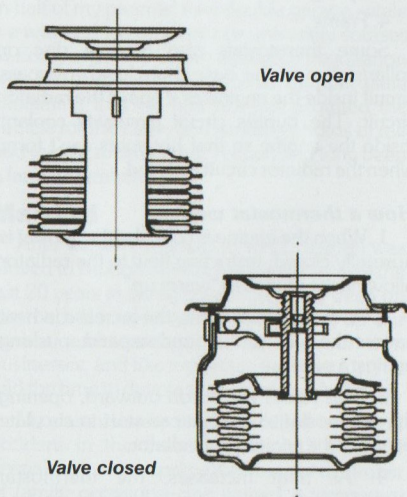
Fig 4. Diagram of water circulation with thermostat valve open

The function of the thermostat is to control the flow of water until the engine reaches its normal working temperature. When the engine is first started up from cold, the water is forced into the cylinder block water ways by the pump, through matched apertures in the pump housing and the cylinder block. The water circulation round the cylinder block and combustion head passing from the latter through a hole, approximately $\frac{1}{4}$ inch in diameter in the thermostat housing. (See Fig. 3.)

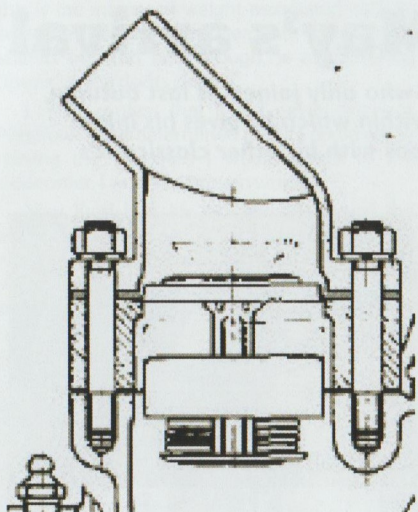
The thermostat valve remains closed until the coolant reaches a certain specified temperature, after which it starts to open gradually, thus permitting a gradually increasing amount of water to be circulated to the radiator, via the main outlet until the prescribed temperature is reached for full opening of the valve and normal passage of water to the radiator. A limited amount of water continues to circulate through the by-pass even after the thermostat valve is fully open, but this is insufficient to interfere with cooling efficiency. (See Fig. 4.)

The thermostat consists essentially of a valve which is attached by a hollow spindle to a concertina type of cylinder, which is joined at its base to a brass housing, but free to expand or contract, relative to the housing which is held, as the water temperature varies. The hollow cylinder is filled with an alcohol mixture which quickly reacts to changes in temperature.

The standard setting of the thermostat valve should permit the valve to commence to open at 149° to 158°F (65°C to 70°C) and to be fully open at 176°F (80°C). During winter in very cold areas a 190°F (88°C) thermostat is recommended.



The diagrams above appear to show a bellows type thermostat without a collar/sleeve but Figure 3 on page 8 of section A: Engine of the Service Manual appears to show a sleeved/collared bellows style thermostat (see diagram over on Page 7).



Technical Officer Howard Pryor says: "The bypass is large on the Mayflower and does need the sleeve type thermostat to work properly. To this end I wrote an article some time ago on reducing the bypass orifice to restrict the bypass flow when the stat was open which in turn increased the water pressure circulating in the engine, without the ring type stat the water pressure circulating the engine is lost thereby allowing the back of the engine to overheat by not allowing the water to bypass and not circulate, this is similar to the balancing of a central heating system, lazy water, etc where it will not go until pushed or forced."

Technical Officer Malcolm Barnsley adds: "The Mayflower has a non-pressurised system, and with a large radiator, outside temperature has a large influence to the engine temperature (that is why in the 50s, many cars had a radiator blind or had cardboard in the front grille). When replacing the thermostat, check the bypass as this corrodes and blocks the bypass hole. The hole should be 6-8mm. It is worth pointing out that anyone replacing the thermostat should not use red, orange, green antifreeze as it will damage the system. Only use blue antifreeze with distilled water or the waterless system, which will also help any corrosion of the engine block."

Moss Europe market a remanufactured 72°C rated sleeved bellows thermostat (Part No. 107590) aimed at the TR2 and TR2/3A. It states: 'The original design of most older British

cars called for a sleeve type thermostat which moves to blank off the coolant bypass port when the thermostat opens. This exact type of thermostat has not been available for many years. The amount of water that is allowed to bypass the radiator with modern replacement thermostats is enough to cause overheating in marginal engines.

Early cars have large by-pass ports, and cooling can be improved by installing our reproduction of the original style stat.' These are available from Moss, Rimmer Bros and TR Specialists for around £75 - £95 each.



New Old Stock (NOS) thermostats of the same style are sporadically available on Ebay and from auto jumbles, etc. AC TF1 thermostats are rated at 72°C, AC TF2 at 80°C and AC TF4 at 86°C. These tend to be £30 - £40 each when available. Another alternative is a Lucas LF1 rated at 72°C and Smiths also marketed these thermostats, eg. 85025/70 rated at 70°C, 85025/80 rated at 80°C (Jaguar E Type?).

NOS bellows style thermostats are also available without a collar/sleeve, for example AC TC1 rated at 72°C, AC 1572001 also rated at 72°C (Land Rover Mk2 Series 2 available from LMS Lichfield at £20).

Another suggestion I've seen mooted on a TR forum is to use a 532453 Land Rover Series 2A and 3 thermostat rated at 74°C which are available new for about £7 (Fig 1). On these thermostats the sleeve moves downwards as it opens so you would need to make a spacer to raise the thermostat sleeve above the bypass hole when cold (Fig 2).



Fig 1

Fig 2

Spring brings May's arrival

I would like to thank one of our members who only joined us last autumn, for writing this really informative article within which he gives his initial impressions of 'May' and makes comparisons with his other classics. It's fascinating; read on!

THE REACTION OF the curious bystander probably captured why I had chosen a Mayflower to join my classic fleet: "What's that?"

The last week in February saw my first Mayflower purchase arrive at my workshop in Dumfries. I had purchased it, after a contact from John Corley, from the daughter of the late William Chapman who had been a long-standing club member and was undoubtedly known to some of you.

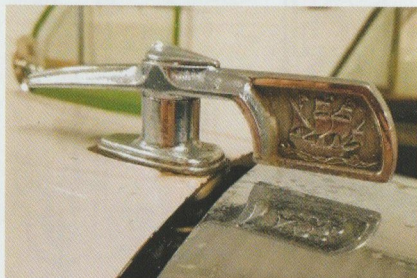
Unlike the majority of my classics, 'May' was sold in a restored condition with only minor fettling and improvements needed. A period of warm settled weather over southern Scotland gave me opportunity to get the new arrival outside for a closer inspection.

I have been restoring cars as a hobby for 10 years and started with the worthy but widely owned Triumph Herald. The years that followed brought further 1960s Triumphs until the arrival of my 1947 Rover 12. That car gave me an enhanced interest in pre-1960 cars, and especially the rarer overlooked family vehicles that graced thousands of driveways but are largely forgotten today. The occasions I had seen Mayflowers at shows gave me an appreciation for the styling and quality of this wonderful little car.

So what were my first detailed impressions of May, as she stood in the sunlight, drawing quizzical glances?

May reveals, on closer inspection, many quality features that I would expect from much more expensive cars of this period. The inclusion of a modest heater is one of those, with its controls ergonomically located adjacent my left leg. My Rover did not come with one of these and winter drives require sensible layers and a woolly hat!

Then there is the lockable bonnet handle with its modest Mayflower ship detailing; a level of attention I might expect from an Armstrong Siddeley or a Humber, rather than a family car. How about the sprung bonnet hinges, and the absence of a bonnet stay restricting access?



I especially like the access afforded to the rear seats as the front ones have a smooth lift and tilt mechanism, unlike the crude tilt access of my Herald and the risk of entanglement with static seat belts. Onlookers have singled out the hinged numberplate as their wow feature.

All of these features compare very favourably with my Rover 12, which was built five years earlier at Solihull but does not hide its pre-war origins. The Rover is a wonderful, silky drive on a B road but it is ergonomically challenging. It is quite physical at slower speeds too despite its large wheels, and the reason for



FLOWER POWER

this is the increased weight associated with its separate chassis arrangement. One thing shared by both cars though, is a reassuring 'thunk' as the doors close.

I must confess that I had never driven a Mayflower, but determined that if I could enjoy driving the 12, then I would adapt to the newcomer. I won't be proven wrong.

May fired into life on the first tug of the starter switch and settled into a steady fast tick-over, with an occasional fluff from the engine. I eased the choke back to the halfway position, and reflected on the wonderful absence of rattles and trim noises; unlike the sensory assault provided by my Herald.



I soon learnt that the Solex carb is very similar in character to the unit fitted to my Rover, and that it is easy to let the engine run too rich. I determined to get moving around the estate and get the choke in as quickly as possible. This is my first experience of column change, and I am impressed by the pleasing way the selector slots into each gear.

Shortly I was off on my first test drive around the former RAF Dumfries, passing the wartime hangars and perimeter dispersals from which long ago, RAF bomber crews had taken off to attack the pride of Hitler's navy; the Tirpitz.

I sense May's timing will need adjustment but nevertheless, she picks up speed and drives comfortably in all gears. Another joy is soon found; the wonderful trafficator mechanism and the way it sweeps left and right from its location on the steering wheel boss. May does

not have indicators at this stage and one of my priorities will be to fit them. The roads of Dumfries have their own share of tailgating speeders who would not recognise trafficators.

The unitary construction of the Mayflower gives it a stability on its big tyres that is comparable with the heavier separate chassis Rover. I had noticed the Fisher and Ludlow stamping on the bulkhead under the bonnet, and realised that this body might have emerged from my one of my old stamping grounds at Castle Bromwich. When I had worked around the old Standard building, it was making F Type Jaguars but I am thrilled that May has a nodding acquaintance with my past.

The steering is light and precise and I love the seating position with the view it affords along the strong bonnet line. Another area of modification before road driving will be to replace the tiny wing mirrors and their limited coverage with something on a longer arm.

I turn into the entrance of my unit and park up alongside my Herald 13/60 and 1300 FWD. Slow speed manoeuvring is a delightful affair with a very agreeable clutch bite point. I now reflect that May has not disappointed. I am looking forward to keeping readers apprised of May's new adventures as there are some wonderful B roads in Dumfries and Galloway. My wife and I are already talking about May and her Rover 12 brother Reginald, making a two ship formation to visit any local shows that happen this year. I wonder how many more people will ask if May is in fact a 'baby Bentley'!

Darrell Teaves, 1283

Lady Mary's starring role!

Ok; as editor I might have taken the liberty of raising expectations with regards to Lady Mary and her role in a movie, but I hope you will still enjoy watching her on the 'small screen'. Heiko explains:

HERE ARE TWO 'fun' clips of Lady Mary, featuring the 'Melton Tuba Quartet' (of which I am a member). The first is a James Bond parody; if you type in the link, it will take you to YouTube:

Peter Bond (Melton Tuba Quartett) — YouTube

The second is brand new! It's entitled 'Power':

Melton Tuba Quartett POWER — YouTube

You might also enjoy this little movie, showing my car before I bought her. It was made in September 2019 and you can see her driving around the Dutch countryside, with the famous 'Lightning Tree' song from the 'Follyfoot Farm' TV series as soundtrack:

<https://youtu.be/tNhuwuRulLg>

I also have some promising news about the photo shoot for the German magazine: the photographer, Stephan Lindloff, has given his

permission to use some of the pictures for *Flower Power*.

However, this can't be until the German magazine has gone to print. Both the journalist and the photographer were so impressed with the results that they have decided to publish the article in *British Classics* instead of *Oldtimer Markt*; the former being the latter's luxurious and exclusive sister publication. *British Classics* is only produced six times a year, so currently the wait goes on . . .

I do, however, have one photo from the shoot that I can let you all see, as it has already been shown on the journalist's *Facebook* page). It is named 'Mary in Tütschengereuth', which is the name of the place where the shoot was carried out:

*With best wishes to all
Heiko Triebener (1277)*



'Mary in Tütschengereuth'

Letters

Ex Editor's note!

Hi Barbara,

My wife Janet and I edited and distributed *Flower Power* for a couple of years around 1984-85. We used to have to cut articles and stories out and stick them on A4 sheets, then photocopy it a hundred odd times. No laptops, wi-fi, e-mails, tablets, etc, then. I remember the kitchen being covered in bits of paper for every issue. I can't remember if it was monthly or quarterly.

We had a black Mayflower, registration NUU 158; I wonder if it's still around. It's only distinguishing feature was that the front passenger wheel had too much negative camber, due to a bad repair following what must have been a heavy crash before we bought it. I notice from the rally photos that the black and white car may have this trait. Just a hunch.

I noticed from the photo of the committee members that the only face we recognise from the old days is John Gogay, who lived at that time somewhere around Dartford area, but

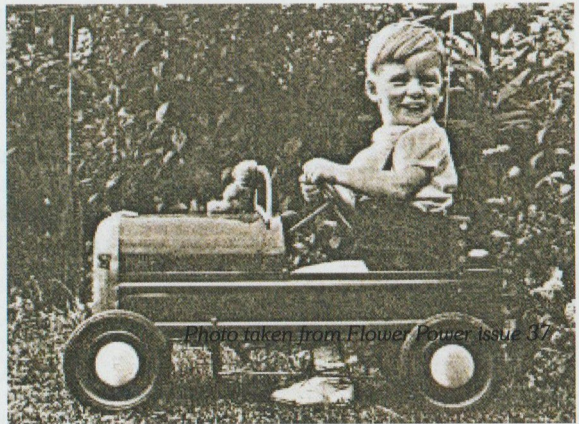


Photo taken from Flower Power issue 37

recognise the other names from the old days, Derek Goodyear, etc.

*Best regards
Janet & Malcolm Bath*

I feel very fortunate, Malcolm, that 'cut and paste' can now be performed at the press of a button! Do any of you recognise this registration number? Let me know if you do.

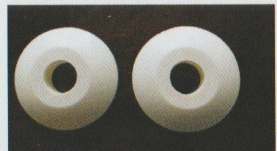
This photograph (taken from Flower Power No. 37) shows our esteemed former editor in his first ever car (accompanied by Teddy), which he described as "another defunct marque . . . a 1953 pillarless, hoodless, engineer-less, floorless Triang one-seater run-around" (not quite as good as the Mayflower, it would seem!)

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- 118/15 Panel/Roof Knob @ £7.50
- 123/01 Choke Knob @ £7.50
- 123/07 Starter Knob @ £7.50
- 118/24 Heater Switch Knob (no 'H') @ £6.00



Contact: Paul Burgess, Spare Parts Coordinator
pburgess1956@gmail.com or at 14 West Street, Blaby, LE8 4GY

My adventures with Mayflowers

A few weeks ago I received a letter through the post that had come all the way from Australia. It had been sent by member number 476, Bill Morgan, and I was absolutely delighted that he had taken the trouble to write to me. Here is his fascinating letter, along with a couple of well-travelled photographs:

MY ADVENTURE with Mayflowers commenced in 1965 when a University of Sydney undergraduate. After perusing the *Sydney Morning Herald*, I set out with my cousin to purchase my first car.

We looked at several options until we came across a grey 1950 Mayflower. There were many of these around at the time, and the price was in keeping with my budget which was £50, and that was the price paid. The old 'cauliflower', as she was referred to, had a very torrid time travelling around Sydney and surroundings as well as to my home town, Dubbo, 260 miles away.

Eventually she finally gave up the ghost, due to lack of maintenance and care. The cost of mechanical repairs was much more than the purchase price or the purchase of another

cauliflower. As a result, the car was sold to a wrecker for the same price I paid for it, £50.

This was followed by two more Mayflowers which met the same fate, as I continued on my never-ending university career. Eventually a fourth was purchased and used for a while; then parked at my sister's property at Adelong, NSW, 300 miles away.

Twenty years later, and in a more affluent situation, I returned it to Dubbo, bought another and restored them to one glorious vehicle which I kept for five years of so, before tiring of the cauliflower, and it was sold. I believe it ended up somewhere in Queensland.

After five years I yearned for another, but refused to purchase a restoration project and decided to wait until a restored vehicle turned up. Eventually it did, but it happened to be in

Perth, WA, about 2,500 miles away from Dubbo.

The car was purchased, and then commenced a difficult and expensive experience as the distance across the wheels is only about one metre and therefore did not fit on the tracks of a car carrier. However, this was finally overcome, and my Mayflower finally arrived two years ago.

My car had, I believe, three previous owners since being imported from the UK.

Each did their bit which, in my opinion, was a magnificent example of the marque, which we have improved on.



1950 Mayflower restored and sold in 1999 to a Queensland buyer; don't know where it is now.

However, as there are virtually no Mayflowers, or very few in Australia, people have various opinions of the car and a lot are derogatory or curious. On attempting to obtain a Blue Slip at the regulatory body, the young clerk/mechanic's first comment was "What an ugly car . . . the worst car I've ever seen!"

I promptly put him in his place and he promptly failed the car on a technicality. However, success was achieved the second time! My cauliflower is now a cherry red colour, with beige upholstery, and takes pride of place, together with my two Mercedes and Nissan Ute, in my garage. It now goes very well after a teething problem of conking out when the fuel gauge was half full.

After much work, and helpful advice of members of TMC, the problem was solved. Sounds simple, and in hindsight it was, but it was difficult to detect: A previous owner had made a new fuel tank and replaced the old fuel take-up, but the problem was that the new tank was deeper; hence the problem.

After having owned seven Mayflowers and dispensed with six, I am very proud and pleased with my present cauliflower, and it will be going nowhere until I pass up to the 'big garage'. I apologise for dispensing of five of them, but two good examples still exist in Australia as a result of my having owned them.

Many thanks to the club for their continuing help, and I look forward to many happy years of happy motoring in my Mayflower.

Regards
Bill Morgan, Dubbo, Australia

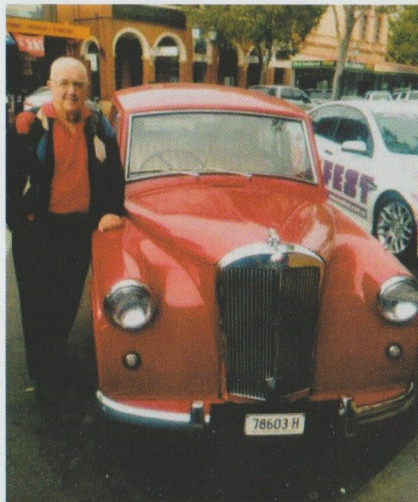
continued from Page 4

chauffeur at both my niece's weddings, involving expensive trailer hire for trips to Cambridge and Exeter!

Lockdown has given us time to reassess our priorities and tidy out our cupboards. We realise that we have inherited flower vases and tea-sets that we just don't use and things that other people might appreciate more than us. It's sad to put Teepah in this category but we know we don't have time to look after her properly, and think she would like to live somewhere where she will get

Thanks Bill, it's always good to know that the Club has been able to assist with issues such as the one you experienced.

Post script: I got in touch with Bill to ask where the name 'cauliflower' had come from, and this was his explanation: In the 1960s when Mayflowers were a dime a dozen here, and post the USA failure marketing programme, one of my mates at Uni referred to my car as a Cauliflower due to the fact it rhymed with Mayflower. Somehow the name stuck, and each progressive car was referred to as such. So now we know! — Ed.



1951 Mayflower restored and now in my possession at Dubbo, NSW, 260 miles west of Sydney. In good condition — original apart from colour; used regularly, on historic car registration plates

out a bit more. We're open to offers, please get in touch with Roddie MacLean on 07974 980731; e-mail roddievm@mac.com.

Kate MacLean, Buxton, Derbyshire, UK



Drive Your Triumph Day 2021

Here are the Mayflowers which featured on the Drive Your Triumph Day website (<https://driveyourtriumphday.shutterstock.com/>) this year. Apologies if I missed anyone, Paul.

[The brilliant photo submitted by David Rutherford has been removed from here, as it is featured on our front cover. — Ed.]



David Whitfield (UK)



David Spence (UK)



John Bowe (US — non-member)



Markku Kuusisto (Finland)



Mr Peters (Australia — non-member)



Paul Burgess (UK)

WANTED YOUR CONTRIBUTION

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

Please send them to the Editor

Letters

Swedish assembly

Dear Ed,

An interesting photograph sent by a friend of mine of the ANA factory in Nykoping in Sweden assembling Plymouth and Standard Triumph cars. Three nice two-tone Mayflowers in the foreground.

*Best wishes
John Gogay, 262*



owner lived locally and was attending a show in the area the following day”.

The car is now owned by Member 1160 Ian Pike of Tonbridge.



And another

Dear Ed,

Another post by Ranjith Gurugamage: “I took these photos of a beautiful Triumph Mayflower car parked at a supermarket and was admiring it to the owner, and thought of uploading it as most people admire these vintage cars.

Let’s hope so!



Internet post

Dear Ed,

Recently seen on the internet “When I was refuelling at Tesco’s in Blairgowrie, Perthshire, in June 2006, I was delighted to see this 1952 Coventry registered Triumph Mayflower, the



Letters**Male names**

Hi Barbara,

Re: your question about male names for Mayflowers in *Flower Power*. There was a time when I called my car Rip Van Mayflower. The reason being, I bought it in 1985 and it's been locked away asleep since then, except for seeing daylight on very rare occasions.

For reasons that escape me I work on it, leave it for five years, then do a bit more work, then leave it again. Consequently, it's hardly progressed in 36 years.



In fact, in 2010 I wrote the story of my relationship with Rip Van Mayflower, prompted by a friend who had just bought a Morris 1000 and had set up a Facebook page for it entitled Dobbie da Moggy, where it enjoyed numerous followers lol.

I sent my story to the Dutch editor of *FP* at the time, but I don't think it was ever printed. Unfortunately, as the result of a hard drive crash some years later, I no longer have it; I just

thought you'd like to know, though, at least one Mayflower had a male name for a while.

I attach two pictures — one taken in 2010 for the story; the other taken recently just after completing my new garage. And now I'm retired, hopefully I can crack on with it.

Best Regards
Carl Stevenson (527)

Thanks Carl. — Any more male names out there anyone? — Ed

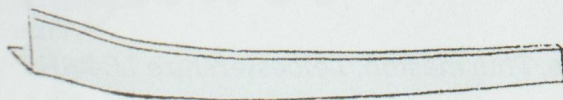
Is this your car?

This picture appeared on Facebook recently, does it belong to you? It's a left-hand-drive model so perhaps it is one of our American or Canadian members?

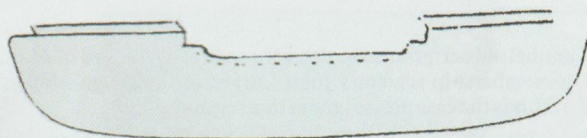


Classic Car Sills

Parts for the Triumph Mayflower

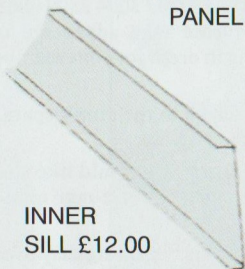


SILL £35.00

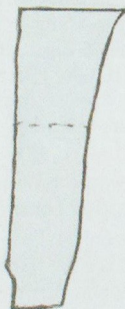


FRONT
APRON £60.00

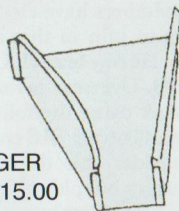
FRONT WHEEL
ARCH SPLASH
PANEL £10.00



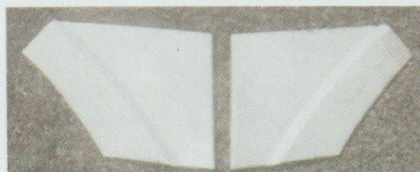
INNER
SILL £12.00



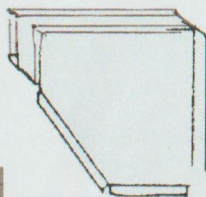
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TRIUMPH MAYFLOWER CLUB



John Corley

20 Southdown Drive, Thurmaston, Leicestershire LE4 8HS

1st February 2021

Dear Fellow Members,

Please note that members' annual subscriptions are due for renewal at the end of March. The subscription is to be sent to membership secretary John Corley, 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.** Overseas members who wish to transfer money electronically may do so through their bank using the following: customer 6 digit sort code 309438/customer 8 digit account number 00066503/BIC code LOYDGB21042 or IBAN code GB83 LOYD 3094 3800 0665 03. 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 try to e-mail certificates to members where I have an up to date e-mail address.

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 e-mail addresses for a few members. Please, either write your address below, and return the slip 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 j.r.corley@btinternet.com.

Thank you

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Please find my enclosed cheque/money order for £35 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2022. Please make cheques payable to "Triumph Mayflower Club". 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 can write a personal cheque payable to John Gogay, for \$47.00 but still send to John Corley at above address.

_____ Signed _____ Member number _____

My email address is _____