



**TRIUMPH**  
**MAYFLOWER**  
**CLUB**



**FLOWER**  
**POWER**

1952 Mayflower - 1st original, black exterior, red leather interior, ready to be detailed for show, used daily, 3,000.

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1985/6.

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ORDINARY MEMBER No.2. REG VARNEY,  
32, Mackie Road, Filton,  
Bristol, Avon.

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When writing to a committee member and you require a reply,  
please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfill their  
posts 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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SUMMER ISSUE No. 39.

Eds Bit,

Desperately trying to shake off rampant lethargy and natural summer end-of-holidays laziness, I put pen to paper somewhat late in August for our summer issue.

The July rally seemed to be a great success and a lot of fun for those who attended. (See elsewhere for details).

My own Mayflower and Renown have sat consoling each other in the garage all year. I seem to spend more time with my growing family and less on the cars. Am I in the in-between years with the old crocks, I wonder? Maybe when the kids have grown up a bit, the cars will get more attention.

Coming events include the T.R.O.C. get-together in Wiltshire on Sunday 29th September, for those in the South, and the Mayflower stand at the Northern Classic Car show on 28th/29th September at Manchester for those up there!

Then there's the Brighton Classic Car show in November. An annual must for old car buffs who like a medium sized indoor show with plenty of autojumble.

Enough from me - now read on.....

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THE NORTHERN CLASSIC CAR SHOW

Beile Vue Halls, Manchester.

28th/29th September 1985.

Geoff Basketter, in conjunction with Shaun Spooner (look out Aaron Spelling! Ed.) have arranged a T. M.C. stand at the above show.

Two Mayflowers together with a Renown will be on show on stand No.A 26 in the Central Hall.

Please pop along and see them on the stand, if you possibly can.

See Practical Classics Magazine for full details.

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FOR SALE (BUYER COLLECTS)!

1952 Mayflower - Black, burgundy interior, R.H.D. older restoration, good chrome, very attractive, runs well, but vapor locks at 90+ degrees. Needs leaf spring and minor rocker panel repair, 2500 dollars as is. Richard Langworth, Burrage Road, Coontocook, NH 03229 U.S.A.

1956 Mayflower - All original, black exterior, red leather interior, ready to be detailed for show, used daily, R.H.D. 6500 dollars. W.Caswell, Greenleaf Ave, Darien CT06820 U.S.A.

\*\*\*\*\* CURRENT MEMBERS LIST 1985/6 \*\*\*\*\*

447

445

380

213

443

444

153

160

573

147

436

429

415

238

426

425

262

230

101

399

418

413

211

360

254

392

138

391

414

387

121

427  
372  
448  
20  
406  
204  
430  
422

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If you have not yet paid your 1985/6 subs (due on 1st April 1985) this will be the last copy of the magazine you will receive. (Complimentary copy recipients excepted). So send off the following details as soon as possible.

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TRIUMPH MAYFLOWER CLUB  
MEMBERSHIP RENEWAL 1985/6.

MEMBERSHIP No.....

Name.....

Address.....

.....

.....

Vehicle Reg. No.....Year.....

Body Colour.....Interior Colour.....

Membership fee - UK £8.00 ....  
- Overseas £9.00 ....

General Condition of Vehicle: Very Good   
Good   
Useable   
Being Renovated

PLEASE RETURN THIS FORM TO: Edith Webber,  
31, Phillips Avenue,  
Exmouth, Devon.

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## 1985 Annual Rally.

Way back in July, we held our Annual Rally, with our friends in T.R.O.C.

The weather was dry but a bit chilly, the place - Blenheim Palace was delightful, as before, but the sheep 'leavings' were worse than ever. It stuck to wheels, table legs, chairs, shoes, people, posts, cables, and it generally made tricky work of all the days events.

The morning eventually produced five Mayflowers, Two Roadsters and umpteen Razoredges - their best turnout ever, but only average for our Club.

T.R.O.C's tenth anniversary cake and wine was enjoyed by all present and a good deal of activity, including the childrens colouring competition and treasure hunt, plus field games during the day.

Grown - ups games comprised welly throwing and wheel rolling. All energetic stuff. (The look on Ron Hagers face, as a wayward welly headed towards his concours winning Mayflower was a sight not to be missed!)

It was nice to see some of our members and most of our committee all doing their bit on the day.

### Acknowledgements:

To all the members of T.R.O.C, who did most of the arrangements.

To Mike Webber for collating all the results (a race against the prize giving clock!)

To Melanie and all T.M.C. conscripts who helped with the driving tests.

To Malcolm Warren from Club Triumph for the P.A. system.

To Tom Robinson for the 'verbals' on the P.A. System.

To my Janet and Pat Robinson for the childrens games.

To Daphne Lacey of T.R.O.C. for the cake and wine.

....and to all those who helped to make the day so successful.

### Results:

Distance Award	Stephen Parnell (106 miles)
Driving Test Second	PYA 527 (with driver)
Driving Test First	John Gogay.
Miss Wheeler Trophy	Melanie Stone.
Concours Second	John Gogay.
Concours First	Ron Hagger.
Chairmans Award for service to T.M.C.	John Gogay.

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Prospective member Rita Boulton, Tel:0782 564657 wants a Mayflower! (Please phone her before she recovers and regains her senses!!)



Ken Walker amid his collection of Triumph Mayflowers and Renowns.

# RARE CARS FOR TENDER

Ten years ago Templeton security man Ken Walker bought a fleet of five Triumph Mayflowers and Renowns for a wedding car business, but they have never been to a church.

Mr Walker was struck by heart problems and the cars have since been gathering dust.

Now the rare collection is for tender as Mr and Mrs Walker are moving house and will not have enough space to store them.

"I will be sorry to see them go," said Mr Walker.

The collection includes a very rare 1800cc Mayflower of 1948 vintage, a 1952 Renown and three Mayflowers. They are not in running order.

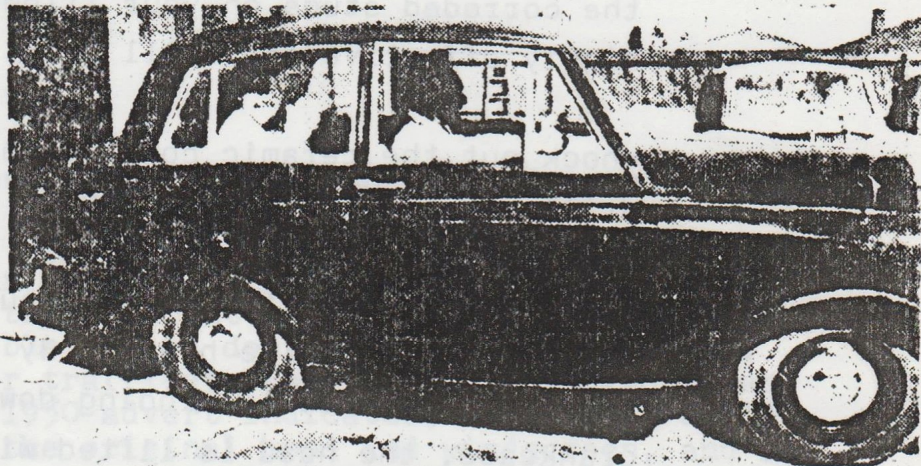
"I have given them a turn-over from time to time to see 'be oil moving,'" said Mr Walker. "One of them might start but I don't know."

The plan of the business was to use the 1800cc Mayflower for the bride, the other large car for the bridesmaids and the Mayflowers for the parents of both parties.

"I bought all the cars within six months of each other as I was keen to get the business started," said Mr Walker.

The Triumph enthusiast will be particularly sorry to part with the rare 1800cc, but he is unable to carry out the necessary restoration to bring it to top condition.

"It would make an interesting collection if one person bought the lot and used the two Mayflowers stored outside for spares for the one in the garage," said Mr Walker.



Mr and Mrs Walker show how it could have been.

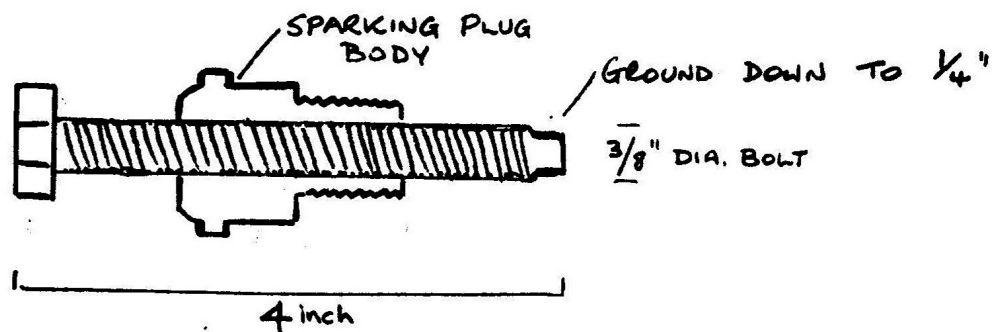
This newspaper cutting was spotted by Neville Davey of Blenheim who having completed a Mayflower is now working on a Renown. We are also indebted to Peter Faber of Whangarei, New Zealand who recognised the value of the article and sent it in.

Note even in New Zealand they confuse Mayflowers and Renowns - the photograph depicts a TD or TDA model, in the foreground note it is fitted with Renown wheels, hub caps and rod cap.

In the background is a TDB model.

How about this for yet another way of removing a Mayflower cylinder head. This idea seems a sure fire winner:-

## MAYFLOWER CYLINDER HEAD REMOVER.



If you have struggled to remove the cylinder head from the corroded studs on your 'flower, a very simple and highly effective tool will greatly ease the problem.

Knock out the ceramic core of four old spark plugs, drill and tap the metal body to accept a 4" bolt 3/8" diameter A/F thread if possible but metric will do. The end of the bolt must be ground down slightly to fit in between the valve heads. By screwing in the plug bodies and gradually winding down the bolts on to the crankcase, the head is lifted without resorting to old screwdrivers, hammers or pick-axe.

This method worked effortlessly on an engine that had stood unprotected for over 15 years.

Sets of four plugs can be obtained by writing to:-

S. J. Parnell, Stag Cottage, Wootton Courtenay,  
Minehead, Somerset TA24 8RH

enclosing £4.00 plus postage.

July 1985



# CLASSIC AND SPORTSCAR

38/42 HAMPTON ROAD, TEDDINGTON, MIDDLESEX TW11 0JE. TELEPHONE 01-977 8787

Dear Sir,

You may have seen the article about the Triumph Renowns and the Mayflowers in our February issue. It prompted one reader to write in with the enclosed photograph of a convertible Mayflower. As it looks so decidedly non-standard, can we assume that it is not one of the original 10 factory cars?

I would be interested to hear your views, as it would make a suitable footnote to a published letter.

Yours sincerely,



Mark Hughes,  
Editor,  
Classic and Sportscar.

Dear Alan Watson,

No I haven't forgotten about your back number magazines and I promise to send them soon! Honest..  
Ed.

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Dear Mr, Hughes,

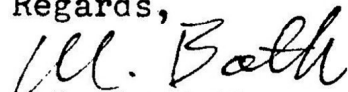
Many thanks for your letter and photograph of an interesting Mayflower.

The car which is an early 50 'ish' example (it has turn down door handles, not the push button type), does not seem to be an original convertible, as it does not have a windscreen, door window surrounds or trafficator slots in the bodywork, as the enclosed copy of a 1950 advert indicates, But...! it would be very easy to remove the original hood and windscreen, and in view of the considerable chassis strengthening required to a convertible Mayflower from that of a saloon, it may well be one of the original ten. Only the present owner knows, and as he is presently trying to sell it for £1,500 maybe he will read this and enlighten us all.

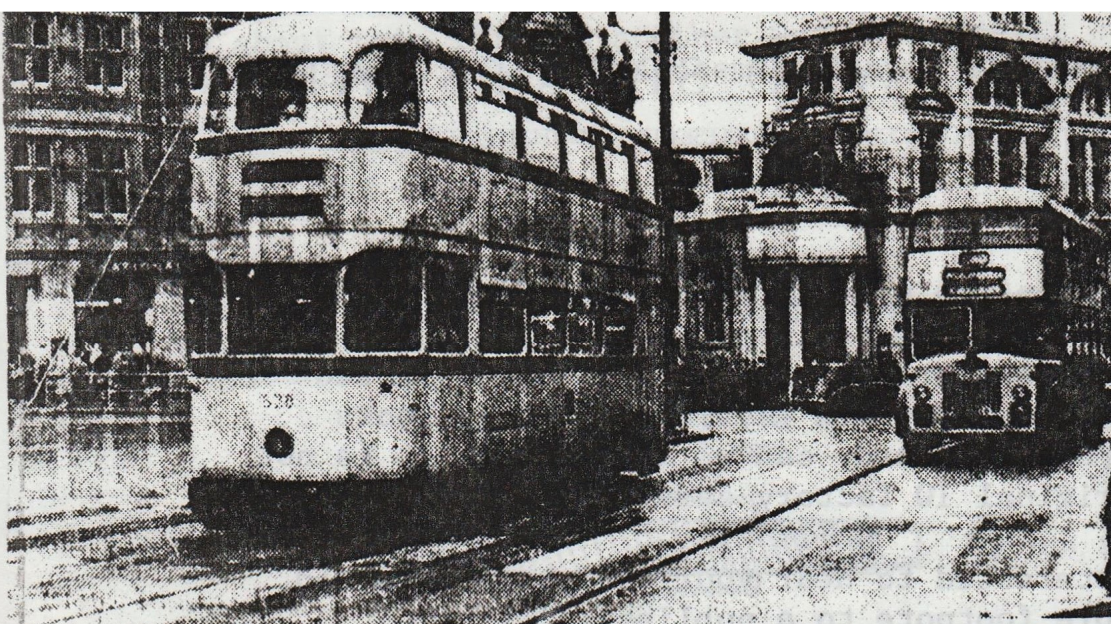
Which ever it is the car is not known to our Club and we would be very pleased if the owner would join us and send in an article for our Club magazine 'Flower Power'.

One final point worth mentioning is that although it looks a little like a 'prop' from Gerry Cottles Circus, with its non-standard spotlights, number plates, indicators, top side lights, body colour etc., at least it is 'alive' and on the road, which is surely the eventual aim of all old car enthusiasts.

Regards,



Malcolm Bath.  
Club Magazine Editor.



THE tram days in Sheffield photograph on which Mr. Barrie Fawcett spotted his old car.

**Goodness  
gracious!  
isn't  
that my  
old car?**

AN old photograph which appeared in The Star provided Norton man a pleasant surprise. For in the background of the picture, taken in 1959, he recognised his old car.

Barrie Fawcett, of Lees Hall Road, spotted the car, a Triumph Mayflower, parked outside the old offices of The Star.

Although the number plate is blurred, Mr Fawcett is convinced it is his car because the Mayflower was quite rare at the time.

And he used to park his car outside The Star offices when he picked up his future wife, who worked at Boots.

**Different**

"I was very surprised. I am a tram enthusiast and while looking at the photograph I saw the car in the background," he said.

Mr Fawcett, aged 47, bought the car in Gibraltar for £200 in 1938, and brought it to England the following year. He sold it when he married in 1962.

He recalls that driving in Sheffield was a lot different 25 years ago.

"It was a lot quieter in those days. I remember that my car wheels used to get stuck in the tram lines.

"Overtaking the trams used to be a bit of a nightmare, as well, especially if there was a tram coming the other way."

**Mayflower Economy**

IT might have been expected that your article "Exercise Economy" ("The Motor," July 25) would give rise to the suggestion in the issue of September 5 that the m.p.g. of the "Mayflower" could be improved, as the figures quoted in the article and also the overall consumption mentioned in your Road Test Report No. 15/50 do not, I submit, give a fair indication of the true capabilities of this model, even allowing for the conditions under which the Road Test was undertaken.

The regular routine of my own car, consisting as it does of a daily ten-mile each-way journey along busy built-up roads and very short intermediate runs, is not conducive to good performances of any kind, but does, in fact, consistently yield a mileage per gallon of 36.

Moreover, a visit to the Continent this year provides an even better illustration of this car's performance. For three-quarters of the trip we were driving as fast (and perforce uneconomically) as conveniently possible. Cruising at 55-60 m.p.h., with an occasional glimpse of an indicated 75, we covered 1,000 miles comfortably in three days, one of which was worth 400 miles and included 97 miles in 2½ hours with an involuntary delay in Toulouse due to map reading difficulties. We had to cross the Pyrenees, at nearly 6,000 feet, and passed over the roads mentioned in your article on the Costa Brava, which are admirable scenically, but devastating to m.p.g., and we also spent a little time in Paris, Barcelona and London. The consumption, which was most carefully checked, for this rather severe journey was 69 gallons for 2,556 miles, or 37 m.p.g.

Admittedly, much of the petrol was French "super" and Redex was added at every filling, but, even after correcting for the 2 per cent. exaggeration in the mileage recorder revealed in your Test Report, these figures are, I feel, a better reflection of the car's performance than the 33.8 m.p.g. quoted as being the result of the meticulous economy measures taken by the writer of your article.

Sutton Coldfield.

"KHP 953."

- A 1914-15 STUDEBAKER 5-SEATER. 15-20 h.p. Dynamo, starter, and lighting, all working. Dot rims. Coachwork good. £140 or offer. Must sell. - S., 90, Fetter-lane, E.C. 4.
- WOLSELEY, 16-20, exceptionally handsome 2-SEATER COUPE, dynamo lighting, detachable fins, mechanically sound. £180 for quick sale. - 7, Victoria-grove mews, Ossington-st., Notting-hill 5nd.
- 4-5 SEATER TOURING CAR, B.S.A., 1913. Silent Knight engine, spare wheel, new tyres, speedometer, clock, lighting etc. Ready drive away. 350gns. - Apply Wood, 57, Carlisle-mews, S.W. 1.
- CARS ON EASY TERMS. Brand new 1921 "FORD" TOURING CAR. £70 down. Any car supplied on deferred payments. 4 per cent. extra only charged. - Broom and Whitehead, 88, Gt. Portland-st., W. 1.
- "MAYFLOWER" 2-SEATER, the finest camouflaged Ford on the market. Underlong chassis. Two models in stock. £325 and £375. Both brand new. - Broom and Whitehead Ltd., 88, Gt. Portland-st., W. 1.
- A.C. COUPE and Standard Models in stock. Also Morris Oxleys, Wolseley "Tens," and G.N. Cars. - Autovelon Ltd., 84, Victoria-st., S.W. 1. "Phone Vm. 369.
- VAUXHALL 1914 TOURING CAR, with dynamo lighting etc., excellent condition. Price £100 cash and 24 monthly payments of £15. - Apply C. J. Coilinge, 9, Grosvenor-avenue, East Sheen. Trial by appointment.
- £525. - 1920 MORRIS-OXFORD COUPE. Run about 500 miles. £20 of extras. - Chapman, Engineer, Regent-station, Hurlingham, S.W. 6.

Taken from a Daily Telegraph 1921, found in the back of a picture frame: The first 'Maiflower' to be produced Note that the price hasn't changed all that much.

Paddy Parnell

**BRIGHTON CLASSIC CAR SHOW.**

Hotel Metropole 1st-3rd November 1985. T.R.O.C. will be having a stand at this show, and we are looking for a nice Mayflower to exhibit as our contribution. Details to/from Shawn Spooner.

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87, Paddock Lane,  
Lewes BN7 1TW.

Dear Malcolm,

Many thanks for publishing my letter in your last issue re spares - thanks to this I have now found a home for them, but am left with the instruction manual (genuine original) and the spares list. I am asking £10 for the two (+ postage).

Best wishes to Flower Power and all concerned.

Yours sincerely

'Dick' Turpin.

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41, Dorchester Road,  
Northolt Park,  
Middx.  
28th August 1985.

Dear Mr. Bath,

I have a 1953 Mayflower that has now had a complete engine rebuild, steering and i.f.s. overhaul and re-wire. M.O.T. until August 1986, cost me a great deal of money that I cannot expect to recoup. I paid £850 two years ago.

I now need the garage for the Morris Minor 1000 (while the 1983 Capri stands outside), so the Mayflower must go.

I would like to see it go to a good home and am contemplating an ad. in the 'Flower Power' magazine, if one is due out soon.

If it's a while yet, I will resort to the 'Thames Valley Trader'.

Yours sincerely,

C.J. Pidgeon.

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60, South Circular Rd.  
Tullamarine 3043,  
Melbourne, Victoria,  
AUSTRALIA.

To whom it may concern,

My name is Ian Farrugia and I am a member of the Standard Vanguard car club of Australia. I was reading "Classic and Sports car Magazine" and I came across your article on the Triumph Mayflower. I'm writing to ask you how many Triumph Mayflower utilities were made? I happen to own one of my own and I think it is the only one in Australia.

I was driving through the country when I happened to see a yellow car, half buried in the ground, it looked like a Triumph and sure enough on closer inspection it was a Triumph Mayflower utility. So I made a deal with the farmer and towed it home. After a year of hard work I got to this stage, It is still not finished, I am hoping to finish it by the end of 1985.

Yours sincerely,

I. Farrugia.

Dear Mr Farrugia,

Your letter postmarked 22nd May has been passed to me in the hope that I can give you some information about the Mayflower utility. Unfortunately, very little is known about them in this country. The only "official" mention of them I have found is contained in a "Standard-Triumph Review" (the factory magazine) from the late 1950's; there is a very poor photograph of one, with a brief article suggesting that they were not a great success and that their existence was kept secret from the home market.

I had always assumed that they were built in Australia using the Mayflower kits exported from Coventry. This would probably explain the lack of information about them here. I have never seen any production figures, and perhaps you will be better placed to make enquiries in Australia. If there are any records about how many were assembled, perhaps the Standard Vanguard Car Club of Australia could suggest where the records may be found.

May we keep your photographs for the time being? I know that they will cause great interest here, as we did not know whether any Mayflower utilities had survived. It would be particularly useful to have some close-up photographs showing the load-platform, the bulkhead between it and the cab, the seating arrangements within the cab, and details of any extra reinforcement underneath the vehicle. It would also be interesting to know the commission and engine numbers.

We used to have a member in Australia (with whom we seem to have lost touch) who, if I remember rightly, thought he knew where a utility was to be found. I do not know if he ever did anything about it. He was G. Howard, Mt. Glorious Road, Tourist Way, Mount Nebo, North Brisbane, Queensland 4000.

All the best with your restoration. Let us know if you come across a Mayflower convertible - this is the other variety for which we are still looking.

Yours sincerely,

*Peter Burdge*

PETER BURDGE

Chairman

Triumph Mayflower Club

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36, The Street,  
Gillingham, Kent.  
Beccles, Suffolk.

Dear Sir,

Could you please send me details of the Triumph Mayflower Club, as I would like to become a member.

I am the owner of a 1950 Triumph Mayflower saloon which I am in the process of restoring. I also hope you can help me with some information. As the car was off the road for a long time before I purchased it, the log book has been lost and it had not been entered on the computer at D.V.L.C. I have been in contact with them and also the vehicle has been inspected by the Local Licensing Officer. He informed me that the original reg. no. or a new number applicable to the year of manufacture could be issued.

I would need to send to him, a letter of confirmation from Triumph or the Triumph Owners Club that the vehicle was actually manufactured and in which year.

The original Reg No. was LLJ 86 which I have traced to have been issued in approx 1950. Com. ssi. No. TT410DL. Body No. 510952.

Engine No. TT430E. Could you please help me with a letter of confirmation, or could you put me in touch with someone who can do so, as I would like to keep the car as original as possible and not end up with a 'Q'.

I hope you can be of help to me and await to hear further details of your club and activities.

Thanking you in anticipation,

M. Brewerton.

Dear Mr Brewerton,

Your recent letter has been passed to me. Arrangements have probably already been made for you to be sent a membership application form but, if not, I will be giving your name and address to our membership secretary so that this can be done.

While I do not have immediate access to the factory records, I do have enough information about commission and engine numbers to enable me to confirm with reasonable precision the date on which your car was built. Your car's commission number is TT410DL and its engine number is TT430E. These suggest that it was built in September or October 1950. As evidence for this, I can give you the commission and engine numbers for two other Mayflowers; each of which have been verified against the factory records, namely:

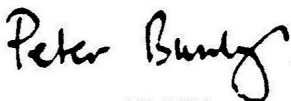
Built 15th Sept. 1950 - Comm. No. TT359, Engine No. TT340E.

Built 6th Oct. 1950 - Comm. No. TT438, Engine No. TT684E.

According to Glass's Index of Registration Numbers, LLL986 would have been issued by the London Licensing Authority between August 1950 and November 1951. As cars were then in very short supply, it is reasonable to suppose that your car would have been licensed quite quickly after it was built, and I suggest that this might have been done before the end of 1950. Apparently the "LLL" series of registrations were issued in blocks, so you should not assume that the actual date of registration can be deduced from the place of the number within that series.

I hope that this information enables you to reunite your car with its original registration, or failing that to get a registration appropriate to its age. A copy of this letter is enclosed so that you can hand the original to your local licensing officer.

Yours sincerely,



PETER BURDGE

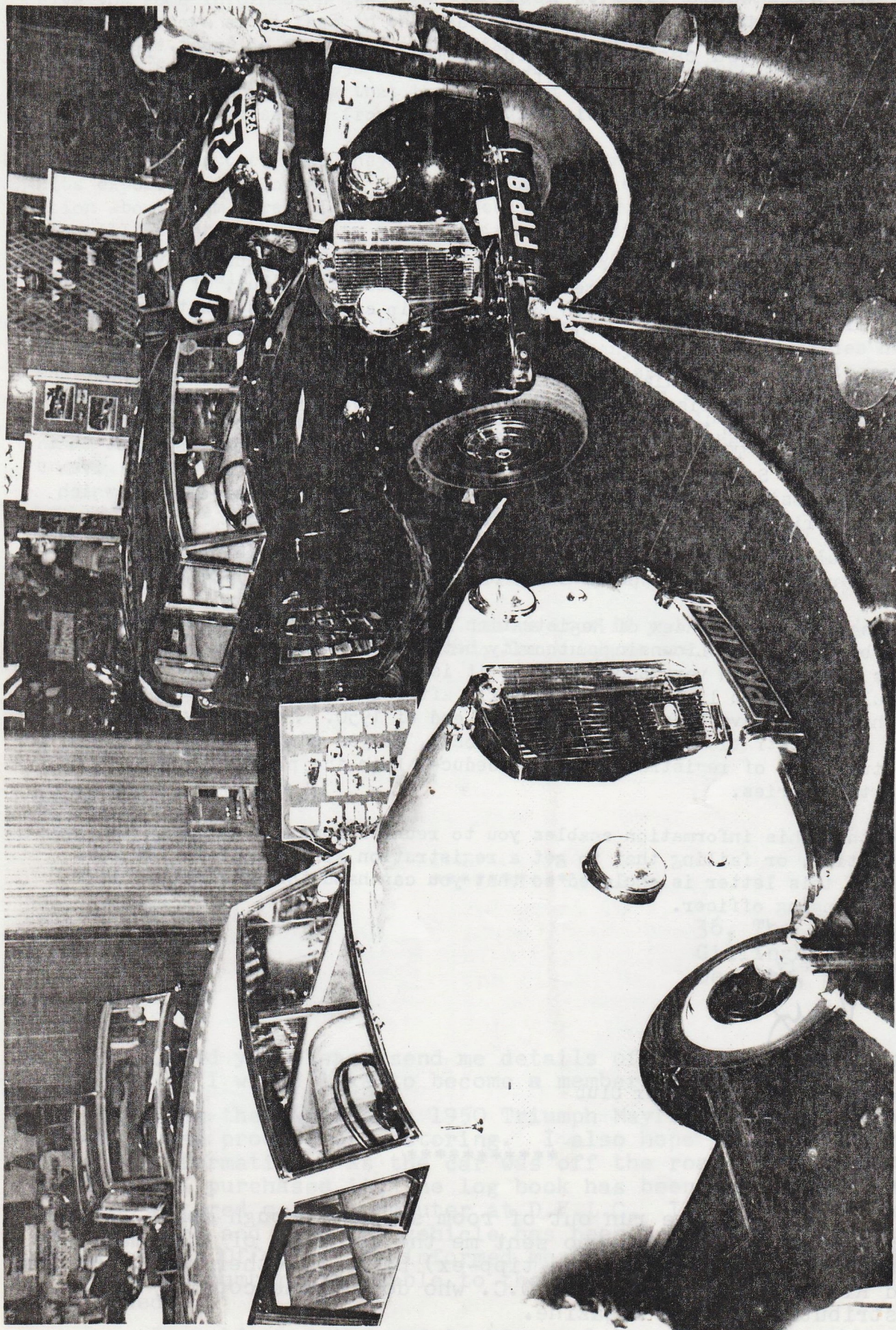
Chairman, Triumph Mayflower Club

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TAILPIPE

I seem to have run out of room so just enough space to once again thank all of you who sent me the contents of this mag. To Janet (Oh blast! wheres the tipp-ex) Bath my other half, and Tom and Richard Robinson of T.R.O.C. who do all the copying and distributing of the magazine.

See you in November!



A scene from the 1982 Brighton Classic Car Show with the blue Mayflower of John Gogay and the black Renown of TROC Chairman Ed Lacey.