



TRIUMPH MAYFLOWER CLUB



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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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 fulfil 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.

EDITORIAL

Once again it sounds to good to be true but I have received a wide variety of material for this edition of Flower Power which will be of interest to all members, I hope. Many thanks to Urban Nyblom for his extremely interesting article about the manufacture of Mayflowers in Sweden, although it does seem improbable that the export policies of Triumph expected the car to fly the flag in the Arctic wastes of the Nordic states. It seems as unlikely, in retrospect, as developing an assembly plant for Austin Princesses in Japan in the 1980's. But even more interesting is the fact that more cars were sold in Sweden than in the United States which was the country that the car was destined for in the first place!

We are sadly without the annual offering from our illustrious Chairman who did promise to send an account of his recent conversion to a full blown turbo injected polished manifold street-legal machine, or at least a engine that does not require a tow rope as a fitted extra. We will look forward to this epistle in the fullness of time.....

Further regarding the reliability of the Mayflower the constant problem of overheating has cropped up again with the request from Canada for a recored radiator to be shipped over. After a recent conversation with an ex-member it seems that the radiator is the last item to be investigated when cylinder head gaskets blow more regularly than the topical and proverbial gales. A thirty five year old radiator core will undoubtedly benefit from a good-blow through which any radiator repair centre will do for around £20, money well spent in my experience.

GETTING THE SHAKES

SOLVING THE TRACK-ROD END SHORTAGE by Alan Bonnick.

After subjecting his 'Flower to the dreaded M.O.T. test recently Alan Bonnick was obliged to replace the track-rod ends. Unfortunately John Gogay was out of stock so Alan was forced to an alternative solution. Readily available parts were found at the Triumph specialists Cox & Buckles but they were for the similar but different TR2.

Triumph TR2 track-rod ends have the same taper and dimensions as the out-of-stock Mayflower components. However, the fittings are male threaded whereas the Mayflower are female!

The problem can be overcome by purchasing a pair (RH & LH thread) of TR track-rods which are only four inches long. These can be screwed onto the Mayflower track-rod and the ends inserted. This makes the assembly about five inches too long, so the rod must be cut, five inches cut out and the rod re-joined. Remember to leave about half an inch each side of threaded tube for tracking adjustments.

Also an additional pair of locknuts (RH & LH thread) will be required to positively lock the additional threaded tube.

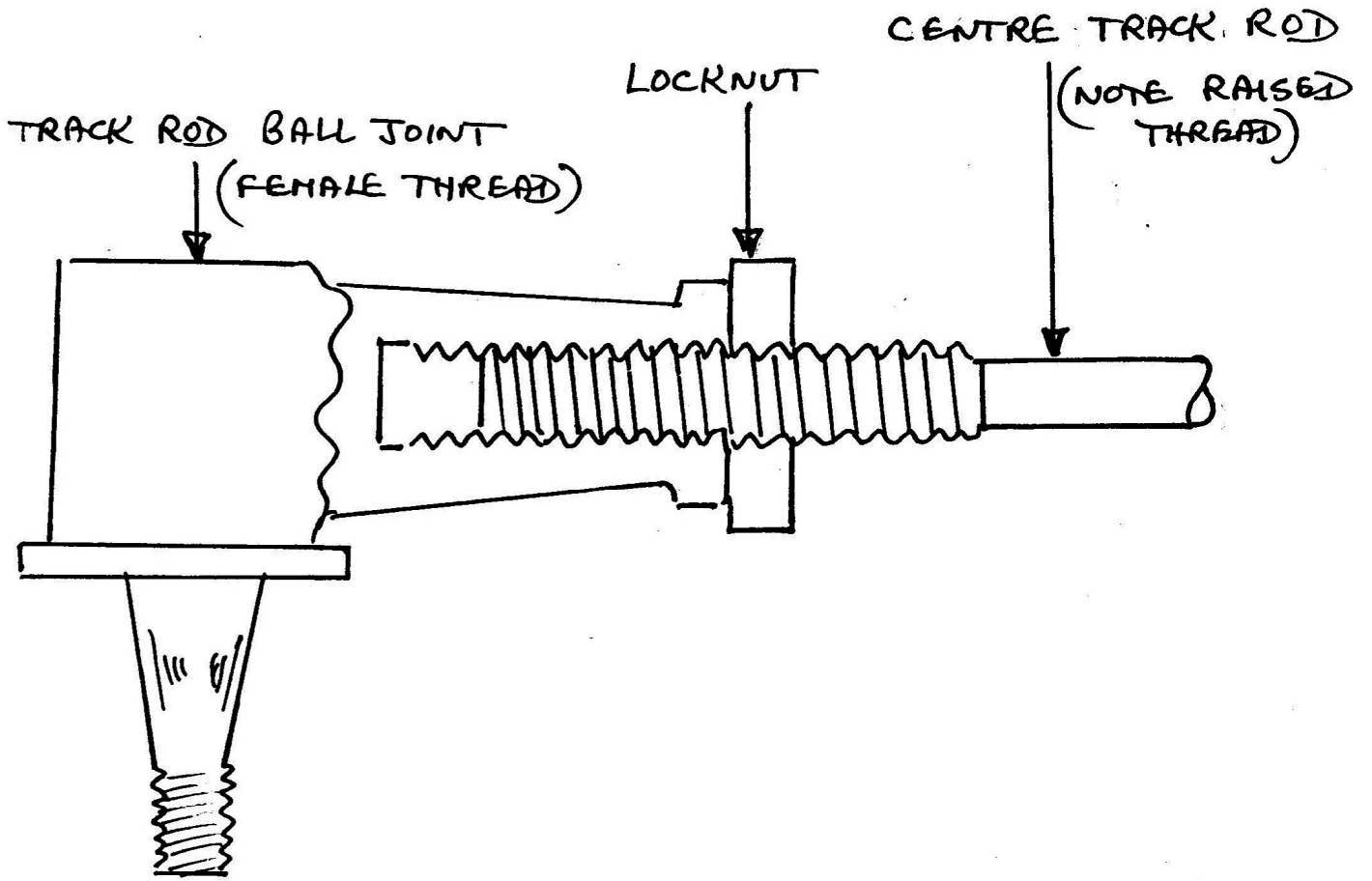
TR 2 components from: Cox & Buckle Spares, 22-28 Manor Road,
Richmond, Surrey TW9 1YB. Tel: 01 948 6666

Track-rod ends £8 each

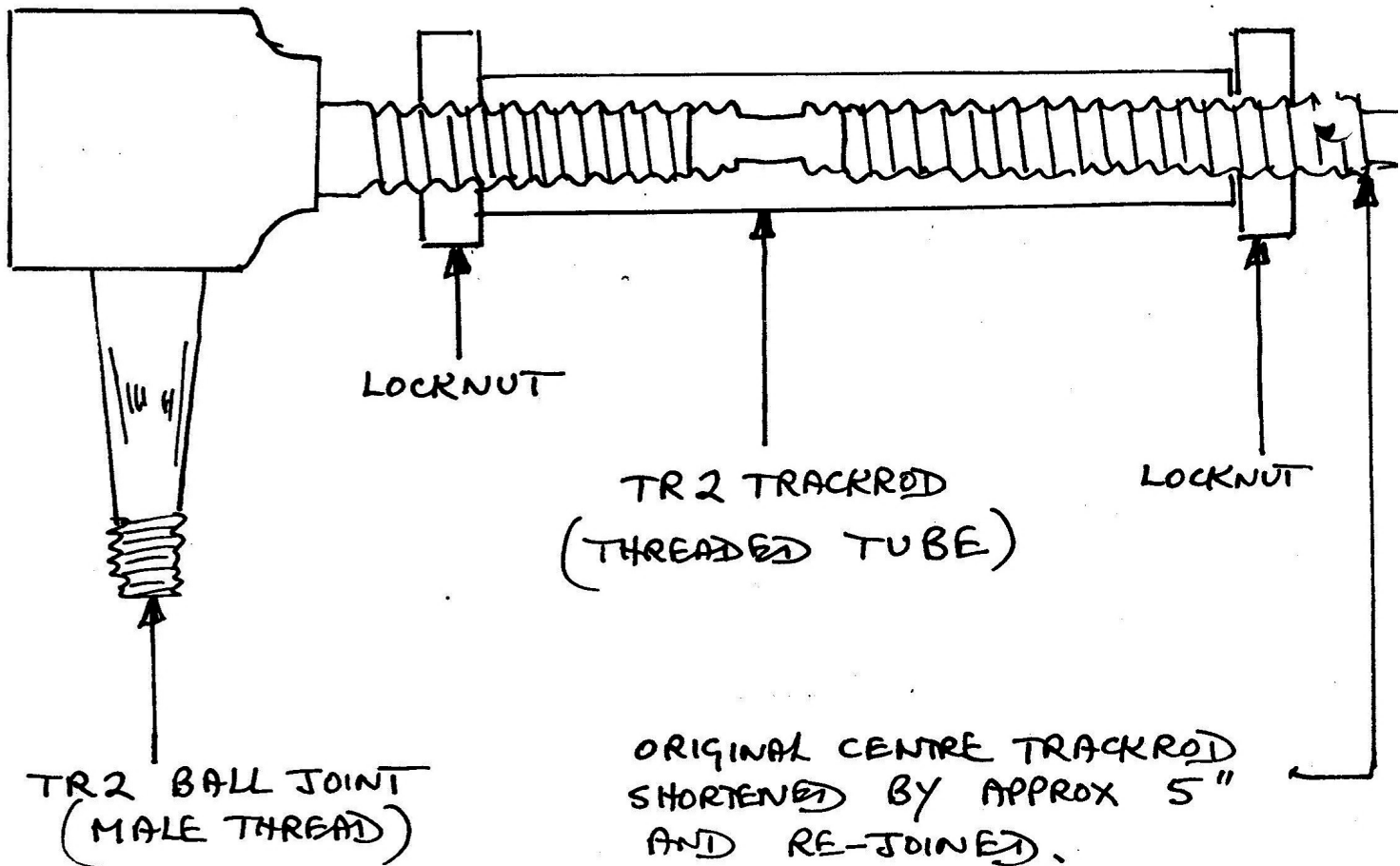
Track-rods £3 each

Locknuts 30p each

EXISTING



MODIFIED. USING TRIUMPH TR2 COMPONENTS



WINNER AT STIR 87

The winner of Best Mayflower at the Standard Triumph international Rally 1987 was Phil Taylor from Essex. Phil bought his 'Flower in March and as can be seen in the photographs looks to be in excellent condition. In fact it was featured on the front cover of the Classic Car Triumph supplement in June 1987.

Congratulations to Phil for keeping up the image for the club and it is easy to imagine why the car was often referred to as the poor man's Rolls Royce when one sees the car being attended outside the Metropole Hotel in Birminham after Phil had just driven it up from Essex.



MAYFLOWER PRODUCTION IN SWEDEN by Urban Nyblom Member No 330

Swedish car manufacturing is known to most people as the Volvo and the Saab factories, and of course these makes are the only genuine Swedish cars produced today. But as a matter of fact a lot of European and American cars have been assembled in Sweden over the years as a means of reducing shipping costs, cutting import tax or even evading import restrictions. To members of the TMC it might be particularly interesting to know that more than 1000 Mayflowers were assembled in Sweden between 1951 and 1953.

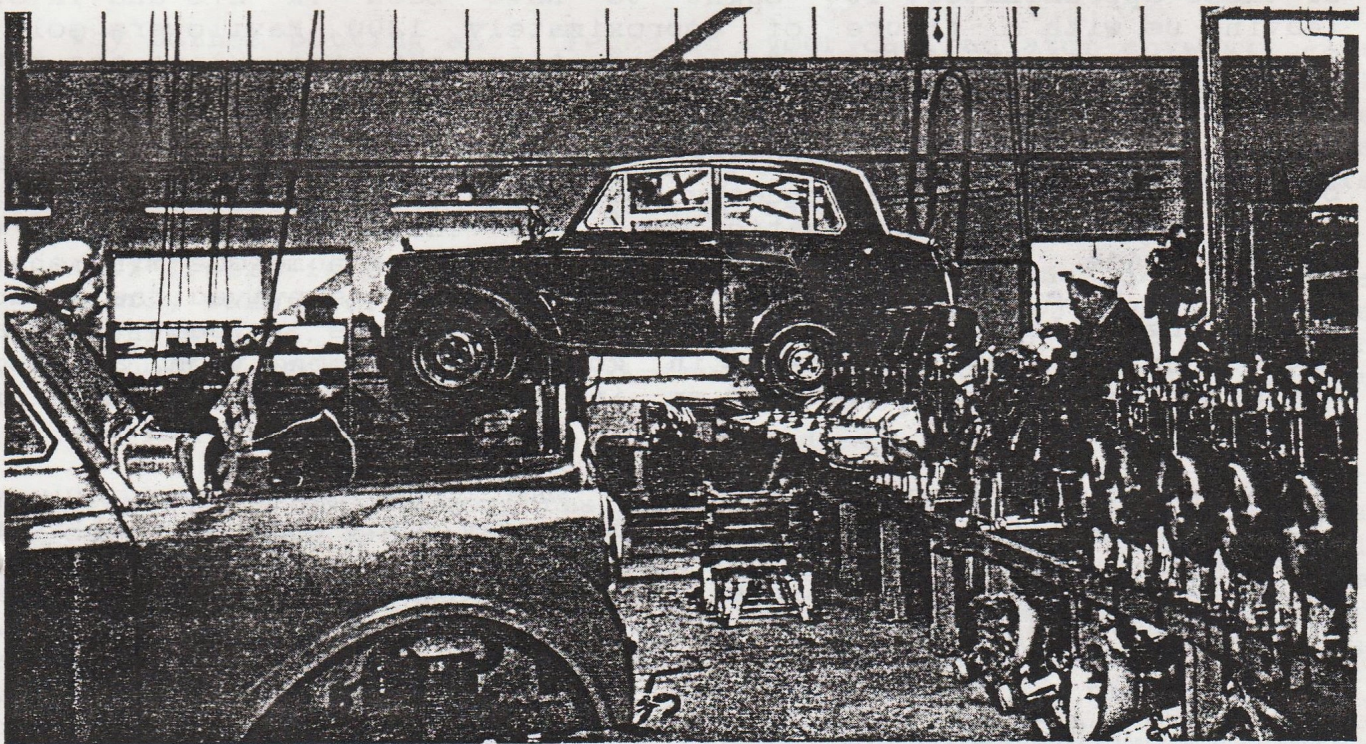
In the autumn of 1937 the Swedish car assembly corporation ANA (Aktiebolaget Nyköpings Automobilfabrik - translated: The Nyköping Car Factory Inc) started its operation in the small town of Nyköping about 50 miles south of Stockholm. ANA had made an agreement with the American Chrysler Corporation concerning assembly of Plymouth, De Soto and Fargo, and that very first year 153 cars found their way to Swedish buyers. Even if Sweden was not directly involved in World War II, life and the economy was extensively affected, but despite the difficult times the ANA-management succeeded in establishing international business contacts. Thus a contract was signed between ANA and the Standard Motor Company and a handful of Standard 8:s were delivered already in 1945.

The model that would become the big success for the ANA factory was the Standard Vanguard, and the first units were delivered in 1948 in spite of import restrictions. Between 1946 and 1948 also some Triumph Renowns and Roadsters were imported, but when the assembly started in 1949 Vanguard became a real volume seller. Up to 1959 some 12400 Vanguards were produced and sold on the Swedish market, mainly to farmers who also bought the Ferguson tractor from the same company!

When in 1951 the first Mayflowers started to arrive in Sweden, this car also became a favourite with the Swedish farmers mainly due to the close relationship with the reliable Ferguson tractor, but certainly also due to the conservative, classic design of the car. The first Mayflowers of the 1950 model were imported directly from England, but as from the 1951 model most Swedish-sold Mayflowers were put together on the ANA factory assembly line alongside the Vanguard.

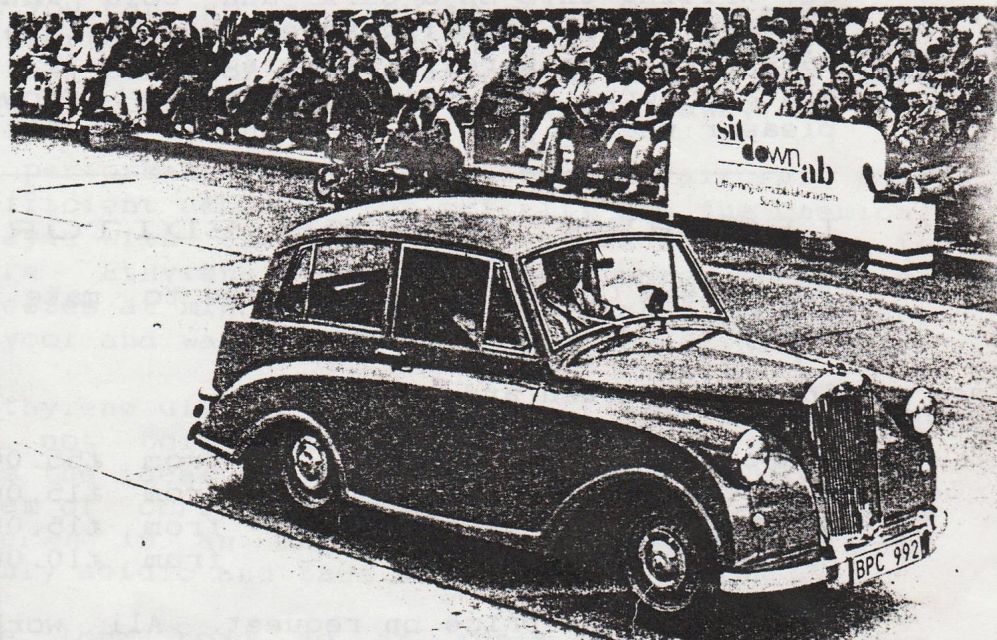
The cars were delivered in so called "CKD-kits" (i.e. completely knocked down) and the body panels were welded together, primed and painted in Nyköping. The engines, gearboxes, axles, suspensions and other parts were delivered in assembled form from England and mounted on the bare car bodies in Nyköping. All parts, including the sheet metal parts, were shipped in big wooden crates and these crates were very popular with the Nyköping people as building material for garages, summer houses, sheds etc. You can still today spot an "ANA-house" or an "ANA-garage" by its size and characteristic shape.

The Swedish-built Mayflower corresponded to the English standard to a very high extent. According to Langworth/Robson: "Triumph Cars" the export market Mayflowers came with cut-pile carpeting, but the Swedish ones were all sold with rubber floor mats. Due to the harsh winter climate all cars had the factory heater as standard equipment. The majority of the cars had the vynide interior but handiul was delivered with full leather upholstery.



Majblomman knocked down

Assembly in Nyköping
 1950/51 kom Triumph Mayflower. De första
 importerades färdiga, senare sattes de samman
 i Nyköping. Stiliga småbilar!



*Urban Nyblom fick sin Triumph Mayflower färdig i tid till Veterama. Det är den här
 skrev om i nummer 2/87 då den fortfarande var under renovering.*

Unfortunately it is impossible to get accurate production figures, but between 1950 and 1954 a total of 1328 Triumph cars were registered and of these approximately 100 ought to have been TR 2:s and TR 3:s, leaving us with a figure of approximately 1200 Mayflowers sold in Sweden; a mere 3% of the total production, but still 7% of the total export volume.

The Mayflower soon got a reputation as a comfortable and reliable car, but unfortunately with a tendency to rust too easily, and not many years after the discontinuation in 1953 they disappeared from the Swedish roads. Some surely went down into the numerous mine-shafts while some were put away in barns. Not many have survived the attacks of playing children or "keep-Sweden-tidy-campaigns". Today there are altogether six known Mayflowers in good running condition, and about the same number in renovation or in a condition worth waiting for restoration.

My car, with serial no 33 201 LDL, was first registered on July 1 1953, and the first owner was a farmer who took good care of it for nine years. After these first happy years the successive row owners was obviously not satisfied with the behaviour of the car, because they didn't stay very long with it. When I bought it in 1960 it was in a rather sad state, with a seized engine and a rusty and tattered body. After a seven-year long, extensive renovation with a lot of new sheet metal, sandblasting and new paint (Comet Blue), new electrical wire harness, new brake pipes and cylinders, decoked engine with new rings plus a lot of other little things from the TMC's supero spare parts service, I was able to get the Swedish equivalent to M.O.T last spring. Then I had some 600 miles of happy motoring last summer. This winter I am checking the gearbox (to find the cause of an irritating noise), changing the rear shocks and having new cut-pile carpets tailor-made.

So, writing this on a dark and cold January day I am really looking forward to the motoring adventures of the coming summer. Since these cars were made here in Nyköping where I live, many people recognise it and are surprised when they see my "Flower", and it is a real crowd pleaser when I park it in town.

LETTERS TO THE EDITOR

The Sussex Chrome Co. would like to make the following offers to club members;

To strip polish and chrome,

Bumpers	from	£55.00
Overriders	from	£15.00
Hub caps	from	£15.00
Head light rims	from	£10.00

Any other item price on request. All work is guarenteed and returned within 10 working days. Prices apply only to club members.

Contact The Sussex Chrome Company
17 Beckett Lane
Langley Green
Crawley
West Sussex or telephone 0293 551276.

THE ANTI-FREEZE SOLUTION - CHOOSE THE ONE THAT'S 'FOR LIFE'

Why bother putting anti-freeze in your car radiator anyway? Although cold snaps happen in this country and are usually remembered as being colder than they really were, even so those days must be protected against when the temperature falls below freezing point. The reason, of course, is insurance against a cracked engine block and radiators when these cold days and nights do happen!

Anti-freeze is one of those common car maintenance chemicals that is simply taken for granted. It's anti-freeze; that's what it does and nothing else. In reality nothing could be further from the truth. Without a good quality anti-freeze, a modern internal combustion engine's life span would be dramatically reduced. So let us see just how many jobs the coolant in a car radiator has to do.

Firstly, it has to cool the engine. It acts as a heat exchanger fluid carrying heat from the combustion chambers to the radiator where it is dissipated by a fan assisted air stream. Secondly, it has to remain liquid at low temperatures so it can do its first job satisfactorily. Lastly, it has to be capable of doing the first two jobs for a long, long time.

Ordinary tap water will do the first job in an entirely satisfactory fashion, at least for a short time. However, water in the cooling system of an internal combustion engine rapidly becomes corrosive and attacks every metal component it comes into contact with and water freezes at 0°C so it will not do the second job at all.

You can overcome the problem of coolant freezing at low temperatures by adding a chemical to the water. One of the early chemicals used was Methanol, a substance similar to Methylated Spirits. With a 25% Methanol, 75% water mix you can go as low as minus 10°C without the coolant freezing. An unfortunate side effect of adding the Methanol however is that the boiling point of the solution is lowered and there is a real danger of loss of coolant simply by boiling it away!

The development of high performance piston engines for aircraft made the development of an efficient coolant top priority and the chemical that was evolved has stayed with us ever since. It's common name is Ethylene Glycol. Pure Ethylene Glycol, or more properly, Monoethylene Glycol, freezes at minus 13°C but as we shall see later, mixtures of Ethylene Glycol and water have much lower freezing points.

A 25% solution of Monoethylene Glycol in water will stay liquid down to minus 12°C and will not boil away unless the engine seriously overheats. Here then is the ideal engine coolant? Unfortunately, no. We still have the problem of corrosion. In some ways Glycol is more of a problem than water. In an engine it can break down into components that are highly acidic and thus even more corrosive.

The final steps down the long road to an ideal coolant led to the development of corrosion inhibitors. There are chemicals that resist the formation of free acids and help prevent the pH (a measure of acidity) falling below the neutral value of 7. They also help to stop the ferrous components of the engine block from rusting.

If you buy a can of commercial anti-freeze, it should be based on Monoethylene Glycol, will (hopefully!) contain corrosion inhibitors and should meet British Standard 3151 or 3152.

If you read the service manual for your car you may note that the manufacturer recommends that the coolant is drained and replaced periodically. This is a sensible precaution but something of a chore and there's no way of being sure the job has been done on a routine service.

There is an alternative - an anti-freeze which will protect your engine down to minus 20°C and which contains an advanced additive package that not only prevents corrosion but, also 'passivates' metal surfaces making them even less liable to attack. It is suitable in all types of engines (aluminium etc.) and its unique formulation also protects against summer overheating thus reducing the fear of boiling over. It also contains a de-foamer to help keep galleries and waterways free from trapped air pockets.

Finally, and the most important feature, you can check that your cooling system is in good condition simply by removing the radiator cap and looking at the colour of the fluid inside. If the fluid is red everything is fine; if it is yellow it should be changed or partially drained and topped up, but it should not need changing for a long long time.

The name of this remarkable product is CARBUROL FORLIFE, and it really is just that. A fluid that once it is in your cooling system, it is in there for the life of the engine. A fluid whose condition you can check at a glance - that's insurance worth having.

Forlife affords its unique protection to a wide variety of vehicles, from the Vintage and Classic thoroughbreds stabled at the National Motor Museum at Beaulieu, where their recent acquisition of the 1903 Gordon Bennett Napier, the oldest British racing car in the world, to modern racing and rally teams. In addition, all Toyota vehicles sold in the U.K. are recommended to use Forlife.

Contact: Carburol Products, c/o Oakstead Marketing Limited,
The Pinnacles, Elizabeth Way, HARLOW, Essex CM19 5AR
Telephone: 0279 441303

FOR SALE

Large quantity of Mayflower parts including engine, gearbox, rear springs, windscreen etc, available as a job-lot for any local club member at a very nominal figure.
Contact R Lee, 100 Haslucks Green Road, Shirley, Solihull. 021 7457229.

EXCHANGE

A spare cylinder head available in exchange for a pair of door arm rests in good condition.
Contact Ray Jackson, Buff Cottage, Chase Road, ROSS-on-WYE.

WANTED

White dashboard control knobs and handbrake handle, interior door handle escutcheon plates.
Contact M.J.Hurst, 39a, Littleworth, Wing, Bucks.
or Second hand spares Sec if you have hundreds of them!!

LETTERS TO THE EDITOR

Dear Ed,

Last year before putting my Flower in for its MOT a new tyre was required. The local tyrefactors were happy to oblige and so with an eye to longterm housekeeping I had both rear ones replaced. This year I went back again, not because the front ones were worn out but working upon the notion that a new set of tyres now would stand me in good stead for many years to come.

You can only guess my surprise when this time I was told "sorry sir, but they don't make that size of tyre anymore". Now knowing that suppliers will sometimes spin the most outrageous stories simply to suit their own ends, I wrote directly to Michelin and Avon in order to discover the truth. The answer came back, yes they told me crossply 5.50-15 & 5.60-15 were in fact no longer being produced new in this country. However two alternatives do remain. Michelin replied at some length about the total replacement with Radials, 145.R 15 & 155.R 15. As to how such a vehicle would handle they could give no firm idea. They had no direct experience and felt it would be very much a matter of trial and error. They did however point out two consequences. As radials are slightly lower than crossply for a similar section width then ground clearance would be reduced. And also gear ratios would be reduced by around 6.6%.

I don't myself see ground clearance as that much of a problem. The Mayflower after all sits pretty high compared to most modern cars, and as for gear ratios, well the Flower was never a 'fast' vehicle anyway! Perhaps other members have had experience with radials and would enlighten us all upon the matter.

But new crossplys can still be obtained from Vintage Tyres, 12 Dalston Gardens, Honeypot Lane, Stanmore, Middlesex HA7 1BY. These are imported from Dunlop Zimbabwe. It seems strange that a company most likely set up to obtain overseas trade is now exporting goods back to Britain!. Their prices (March 87) may now be out of date but as an example one new tyre 5.50 15 + tube V.A.T. and delivery comes to around £50.

M. Hudd, 54 Jubilee Road, Staple Hill, Kingswood, Bristol BS15 4AF
Tel: Bristol 566803

FOR SALE

Borderline case: for sale either as a brave restoration project or for spares 100% complete except for ferric oxide. Original 100 0000 available though not logged with Swansea. Engine and transmission are complete, not seized.

£150.00 ono to cover outlay.

Contact D. Heslop 21, High Street, Thatcham, Newbury . tel 0000 00210.

PAID UP MEMBERSHIP LIST FEBRUARY 1988

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TAILPIPE

Many thanks to recent member Phil Taylor for the splendid photo which graces the front cover. Looks like a contender for the concours next year!!

And with that thought in mind, best wishes to Ron and Gwen Hagger on their retirement to North Wales. Look forward to seeing the alloy on the road on day.....