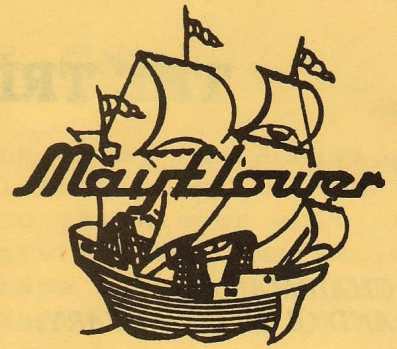


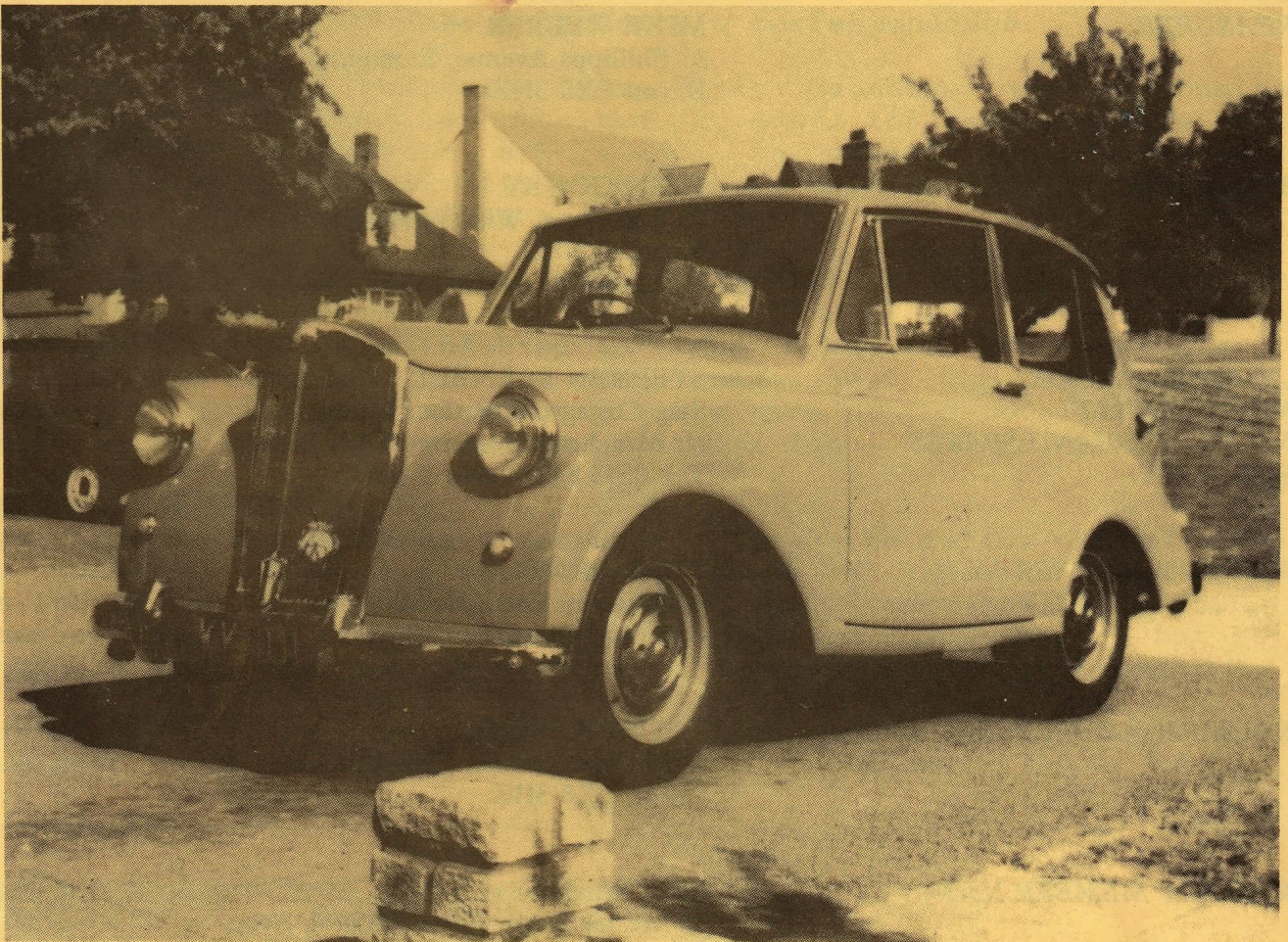
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TRIUMPH MAYFLOWER CLUB



(MEMBERSHIP) WORLD WIDE

SPRING ISSUE 1989



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS 1988-89

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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 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*

FLOWER POWER NO. 52 WINTER 88

Regular readers will no doubt have noticed a long delay in receiving this edition of Flower Power, but due to a culmination of personal problems the autumn edition was not prepared and so the winter edition has been brought forward to fill the void. Hopefully the remarkable winter has helped to redress the balance, and perhaps has enabled lots of otherwise stagnant restorations to show an early blooming in the spring.

There has been a high level of exposure in the media, as they say in the papers, with several recent television programmes being set in the fifties. As reported in the last edition eagle-eyed spotters will have noticed the elegant dark green 'Flower in the final episode of "All Creatures Great and Small" and a black model was prominent in a play called "One day last Summer". Also a report of a convertible captured on celluloid, see Pete Smith's correspondence.

There has been a response from Terry Saunders who has business dealings in Taiwan and has obtained a quote for remanufacture of the white control knobs which are always in demand; unfortunately the cost at first seems prohibitive but more details will be forthcoming following the next committee meeting.

NOTE:- A.G.M. - SUNDAY 16TH APRIL - EATHORPE PARK HOTEL - EATHORPE

Once again the Club is indebted to John Gogay who has taken over the printing and despatch of the Club magazine. The improvement in quality is much appreciated and gives a more professional touch to the image of the Club. Keep up the good work John.

MEMBERSHIP

Reports from the membership secretary that the influx of new members is unabating. Repeating the question posed a year or so ago that it is intriguing to know whether more and more cars are being found or whether they just change hands has remained unanswered, but it is probably the latter as the membership figures are fairly steady.

Let's hope that we see some fresh faces this year at the A.G.M. Remember it is your Club; we need **your** support.

LETTERS TO THE EDITOR

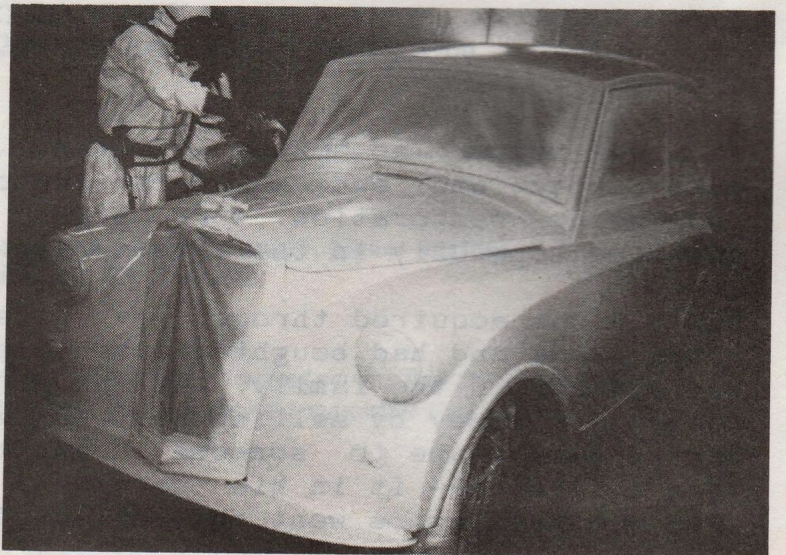
Dear Ed

As a new member (no 562 as of last November) I felt it was time to make contact and enclose some photographs of my machine DFB 309 undergoing restoration work prior to its relaunch into society sometime hopefully in the late spring.

DFB 309 was acquired through my wife's brother-in-law who is in the motor trade and had bought the vehicle to help out a customer after a bereavement in the family. He had no idea what it was and intended to recoup his money by selling the number plate (!) as the car was in pretty poor shape to someone used to dealing in second-hand BMWs. When I first saw it in his garage I had no idea what it was either (Triumph Mayflowers went out of production two years before I was



The strangest Ford I've ever seen!



born) but I fell in love with the look of it and so, oddly enough, did my wife who doesn't even like cars much. Brother-in-law told me he just wanted his money back for the car so after long and careful thought (about thirty seconds) a deal was struck and the deed was done.

Now, I am no kind of mechanic, having been frightened by a Meccano set when very young so all the work required to restore this faded Fifties beauty to her former glory would have to be 'arranged' rather than personally embarked upon. Luckily my father has been an employee of Henry Ford for thirty years and thus has many useful contacts.

And it came to pass that my father's Ford dealership has just moved into new state-of-the-art premises this very January. At a cost of £2.5m these premises have everything a modern franchise requires including two £20,000 spray booths and low-bake ovens.

Though I am fully aware that the respray is the final job of any restoration, when the chief Ford paintwork expert is sent to a dealership to train the bodyshop staff in the use of new high-tech equipment and needs a demonstration vehicle... well who could resist it?

Needless to say, the car is now shining like a cotman grey glass bottle. Currently the bumpers and hub-caps are off for re-chroming and new brakes, some welding underneath and a full service are on the cards. After that there's the interior to think about. So much to do. Fingers crossed, we are looking forward to showing off the results at Shifnal (where?) on the 16th July.

Maybe see you there, Martyn Ward Dormer, Candlemas Cottage, New Street, Painswick, Glos. GL6 6XH.

Ed; Intial reaction to this letter was if bodywork staff still need a bit more practise I have a couple of cars in need a quick blow over!!

FOR SALE



FOR SALE

Due to family commitments I am unable to continue looking after LAX 880 which is a 1953 Mayflower in good original condition. It has a current MOT. Price £1,000.00.

Contact D. Cutler (Member No 467) 57 Hilltop Road, Earley, Reading, Berks RG6 1DB. Tel: 0734 662259.

FOR SALE

1953 Mayflower in need of repair. No MOT. No tax. Garaged for the last 17 years. Reg No RAF 299. Offers to Mr A. I. Davis, Beechwood, Tabernacle Road, Wootton-Under-Edge, Glos. Tel: 0453 845183.

FOR SALE

Triumph Mayflower in need of a lot of work. Apply Grant Clarkson (age 18yrs), 18 Wheatacre Road, Stocksbridge, Sheffield S30 5GB (Tel: 0742 884352).

XIVth

STANDARD



TRIUMPH

INTERNATIONAL RALLY

May 27th and 28th 1989

Moermond Castle at Renesse, the Netherlands



Saturday 27th

- 12.00 - 16.00 registration
- 14.00 - 16.00 touring trip
- 18.30 - 22.00 dinner at the castle
- 17.00 - 23.30 bar open at the orangerie

Sunday 28th

- 09.30 - 11.00 registration
- 11.00 - 11.30 special welcome visitors from abroad
- 11.30 - 13.30 concours in various classes
- 13.30 - 14.30 public choice concours
- 14.30 - 15.30 prize-giving

On Sunday various other attractions, as well for children, will be provided in addition to the main programme.

There are 40 double bedrooms with toilet and shower and breakfast incl. available in pavillions on the venue.

Approved Camp Site within 300 metres from the castle.

Plenty other forms of accomodation -hotels, holliday houses, B&B, etc.- are available in the village -Renesse- or in the surroundings.

For information and reservations write or call:

VVV Renesse, PO BOX 41, NL-4325 ZG Renesse, the Netherlands.

telephone: the Netherlands .11162120.

VICE CHAIRMAN'S RAMBLINGS

I attended a road run from Bradford to Morecambe organised by the Craven Old Wheels Society on September 18th. Neil Kershaw of TMC organised the event and his wife Kath attended in their Mayflower.

It was a lovely day out and I will let members have details of the 1989 run nearer the date - I recommend it.

As a result of meeting Neil he agreed that TMC could have a joint event with C.O.W.S. next June.

The Triumph Mayflower Club Northern Rally will be held at Broughton Hall, near Skipton, N. Yorkshire on SUNDAY 25TH JUNE 1989.

Members who wish to attend please send an s.a.e. and membership number to me and I will send an entry form as soon as they are printed. Please support this event as I feel a Northern Rally is long overdue. I am commissioning a challenge shield for this rally.

On a personal note my father bought new in 1952 a black Mayflower with tan leather. I have no record of registration number but it was probably a DT or WR plate. His name was Frederick Oglesby and the address was 6 Southfield Road, Thorne, Nr Doncaster, Yorkshire. If anybody knows anything about this car, whether it exists or has been scrapped I would welcome the information.

John Oglesby

LETTERS TO THE EDITOR

Dear Ed

I have stumbled over some good news that is worth putting in the archives. I always keep an archive transport video tape ready for those old British films which come on the TV so you can imagine my surprise when I taped an ordinary scene to be analysed later. What a surprise then when I replayed the tape to find a Mayflower Drophead Coupé actually on film! The clip only goes on for a few seconds but genuine all the same. The film is called 'A wife in every port' and stars Alec Guinness. Now for the interesting bit; the film is about a captain of a ship and the film was almost certainly recorded on location in Gibraltar, the Flower is spotted upon the quay side as the ship docks with the usual assortment of 50s vehicles and the Rock in the background. It is a dark colour (black and white film) with a slightly different shaded hood. The film was dated 1955 so it could possibly have been 'shot' in Gibraltar in 1954 when the car was brand new. Further research is clearly a possibility and it conjures up fantastic thoughts of an open topper 'climbing' that hill all its life!

Please forgive me for what I am going to tell you next. Being an enthusiast for many years owning besides Emma my Flower, I have a 1954 Bedford van also a Riley R.M.E. To help me keep them on the road I use the cars for the odd weddings (they are taxed as earning vehicles). To offer folks a choice on the wedding day I have had the Mayflower converted to an open topper. I quite expect the committee

to expel me from the Club for this action but as you are all good friends and I love Mayflowers I hope I can attend events and meet old friends with my conversion. Please could you advise other Club officials when you meet them and let me know.

I would appreciate it if you could publish my conversion notice in the magazine to tell members that it is a faithful conversion and not a genuine drophead in case any one sees her at a rally etc.

The reason I am writing to you in particular is because I have the following second hand spares from the car and from a spare Flower that is a crash damaged seized engine car I have for spares. You can either dispoale of them through the magazine or I can deliver them to you at the National Rally for you to keep. The parts are free or you can sell them for the Club if you wish.

I have four rear windows/quarterlights and two rear windows complete with rubbers, from two cars.

Also I have a three piece white vinyl roof/rear window headlining set (hardboard) which is as new with two roof lights, also a set of seats, tatty but all there. I also have a spare front window glass and a spare starting handle.

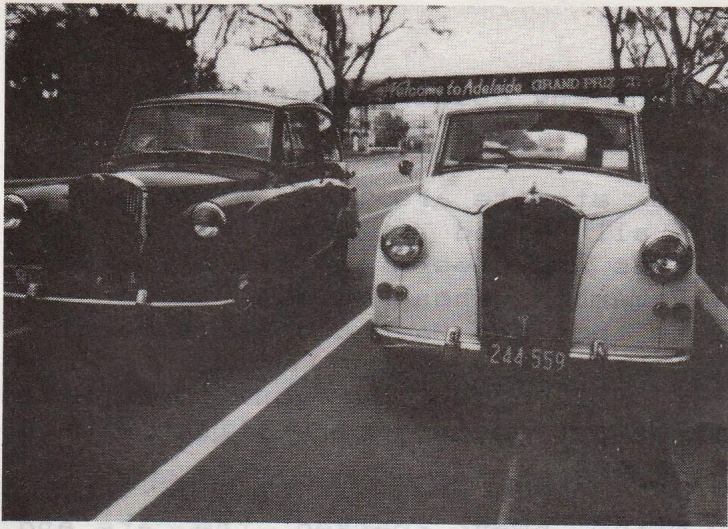
Yours sincerely, Pete Smith (517), 12 Acacia Walk, Beeston, Notts NG9 2LW

Dear Ed

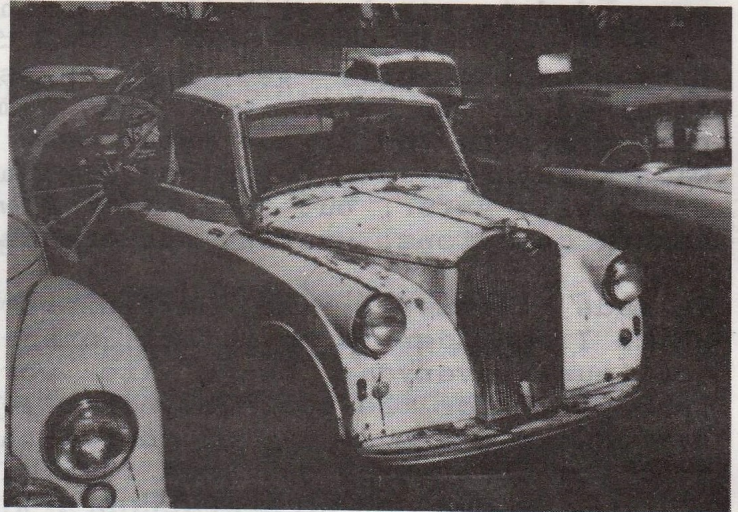
I thought other members may like to hear what's happening down here in Adelaide, South Australia. There are a number of events geared for Classic and Veteran enthusiasts also - Classic Car Auctions, Vintage Racing Car Exhibition Races etc. Hence, the photographs. I would be delighted if you could find a space in the next issue in which to include them.

In September every two years though, (this is what I'm really writing for) is the "Bay to Birdwood" Run. It is primarily for cars up to and including 1949 production. Luckily the organisers are very liberal and allow all sorts of cars to join in all along the way, with or without restoration. Which is quite interesting as all sorts of things appear from nowhere, transported on the back of trailers and generally most people are just as enthusiastic about non-restored as the fully restored vehicles.

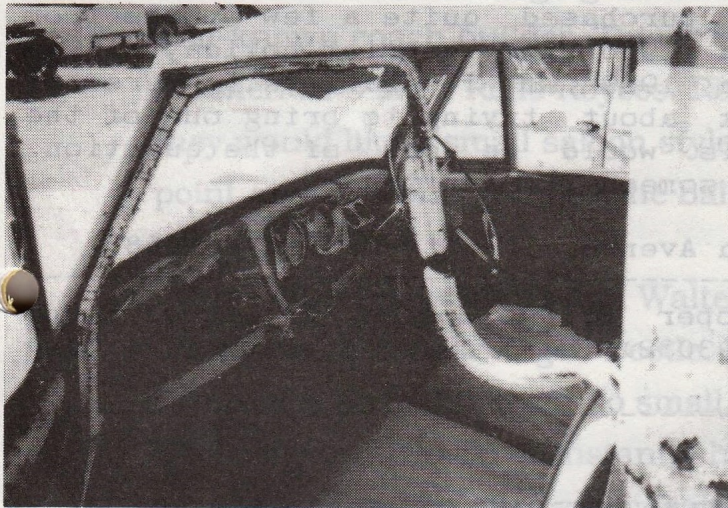
The Run starts in a suburb called Glenelg - all those vehicles "officially" entered (ie those who have paid the \$30.00 fee) gather in the designated place at 6am for assembling and pre-run vehicular assessments. Even at that late stage, if the powers that be deem your car unroadworthy then it's not allowed to proceed. My friend Richard Hitton who has been restoring a 1939 Triumph Dolomite for a number of years now had his car entered for the big day, but unfortunately we were delayed by painting and other restoration work. I had already decided to take the black Mayflower as I do every year, so we decided to take the white one as well. Not much compensation for Richard but as he oversees the mechanics on these cars and has done so for the time I've owned them, it was quite a fulfilling exercise to see (and hear) both of them in the run.



On parade



As found in a scrapyard at Stanthorpe, South Queensland, on February 10th 1988. Due to come to Sydney on the back of a truck



Terrible interior, home of many spiders, some poisonous! Note instrument panel warped and bent by the fierce Queensland sun.



Dented and rusty tailgate, rusted wheel arches and rear wings. Note another rare vehicle in the background] Mk II Zephyr Pick-up

We joined in about half way, just before the commencement of the long, slow and winding hills section.

The event is so popular now that the streets are lined with people, some placed 6 or 10 people deep, all armed with chairs, drinks, umbrellas, cameras etc. Everybody waves and cheers and there's always lots of "Oooh! Look, a Mayflower! Remember when we had one back in" You are of course, obliged to toot and wave and smile back.

The run also includes motorbikes of all ages. Everyone comes with their tools of course, and there's always plenty of willing helpers and advisers on hand. 1600 entries in all.

We made it to Birdwood some 34 miles away, parked the cars and proceeded to mingle with the admiring throng.

Mine were the only two Mayflowers there; we did find a Renown, enquired of the owner who was temporarily absent, with a view to photographing the 3, but later saw the Renown leaving so perhaps he wasn't interested? Unfortunately the Mayflowers are not old enough to officially enter, but there is always plenty of attentive admirers asking questions, wanting answers as to where they can get one etc.

We made it home - the Mayflowers giving us no trouble whatsoever, which I consider to be rather amazing as the black one has been in continual everyday usage (to work etc, being used as everyday transport) for the past 11 years. I have had much pleasure driving my Mayflowers and must say of course that I have had a great deal of help from the Club which has been invaluable.

I have already met John Gogay and purchased quite a few spares from him when I was last in England in 1986 for a brief holiday. I am however coming to England again in 1989 so I shall be in personal contact with you all. I did think about trying to bring one of the cars over too but financially this would be out of the question. Perhaps I could "baby-sit" one for someone?! Any ideas?

Regards, Sharon Karsteds, 1 Seventh Avenue, Trinity Gardens, 5068

S.O.S. Spotted in a corner of Cooper Bridge Spares, Brighouse Road, Brighouse (Tel: Mirfield 493032) a Triumph Mayflower sitting rather neglected.



Richard Truett
Mayflower article for *British Car*
December 1988

Upon seeing the brand new Triumph Mayflower at Earl's Court in October 1949, a woman walked up to the compact Triumph and uttered these now famous words: "Oh, how perfectly bloody."

No one got the lady's name. But her comment almost four decades ago has stuck with the Triumph Mayflower from its debut to this very day. Indeed, those words have become a part of the lore that surrounds one of Triumph's least understood cars.

And there are people today who are still trying to figure out exactly what the Triumph Mayflower is all about.

According to authors Richard Langworth and Graham Robson, Standard-Triumph Chairman Sir John Black, always the shrewd businessman, was looking for ways to cash in on the huge demand for cars in postwar America. Sometime in early 1947, Black had a conversation with Louis Antweiller, managing director of Mulliners of Birmingham, a well-known coach builder. This is where the Mayflower story begins.

"Americans liked Rolls Royces. Rolls Royces were razor-edged, therefore they would like a small saloon styled the same way...Antweiller made this very point and Sir John grabbed the ball and ran with it," according to Robson and Langworth.

Styled by Leslie Moore and Walter Belgrove, the Mayflower was about the same size as a Volkswagen Beetle. Many people thought it odd to apply razor-edge styling to a car so small. The result was that the Mayflower was either instantly loved or instantly hated. Rarely, though, was it ignored. It earned such nicknames as endearing as "The Watch Chain Rolls" or as unflattering as the "Slab Sided Tobacco Can." Today it remains an anomaly.

Although it was designed (and named) with the American market in mind, the Mayflower never did do well in the three years (1950-53) that it was in the U.S. market. In fact, it showed how insulated the British were to the American market.

First of all, the 38 horsepower Mayflower was dreadfully slow and woefully underpowered. The factory quoted a 0-50 time of 23 seconds and a top speed of just 63 miles per hour. Second, the Mayflower came with an engine that needed much more maintenance than Americans were used to.

According to the Mayflower owner's manual, the cylinder head should be removed every 25,000 miles and "decoked."

The Mayflower came with a three speed manual transmission. Although this gearbox was one of the first fully synchronized three speeds in a British car, its gear ratios were extremely wide, which made for awkward shifting. But like almost every misunderstood car, the Mayflower did have its good points. In fact, history shows that the Mayflower really had more going for it than against it. The Mayflower may have just come along at the wrong time.

The Mayflower was one of the first cars to utilize unit body construction. The Mayflower body was built by Fisher & Ludlow, makers of many Standard-Triumph bodies. The Mayflower body consisted of a deep box section frame welded to a steel body. This made the Mayflower extremely rigid without adding unnecessary weight. Also, the fit and finish of the compact Mayflower was among the best of the day for a car in its class.

Inside, the Mayflower sported a super roomy interior that featured leather covered seats (for the American market) and room enough to carry four large adults in comfort. According to Langworth and Robson, the Mayflower used an incredible 86.8 percent of its total width for interior space. One interesting innovation was the unique way the seats moved to allow passengers into the back seat. As the front seat backrest was tilt forward, the seat slid forward. This coupled with the Mayflower's wide doors made ingress and egress extremely easy for a car with a wheelbase of just 84 inches.

Although the engine probably killed any chances of the Mayflower taking root in America, it did deliver anywhere between 35 and 40 miles per gallon. That made driving the Mayflower very affordable. The Mayflower sold for \$1,685 in 1950. Although the Mayflower did garner favorable press reviews throughout its three year stay, sales never did catch on. Although the exact figure is not known, no more than 200 or so Mayflowers were sold in America. However, the Mayflower was not a total failure. In the three years the car remained in production, exactly, 34,000 Mayflowers were built.

According to Philip J. Hall of Bristol, England, the former chairman of the Triumph Mayflower Club, 16,395 Mayflowers were built for the home market, while 17,605 were built for export. According to the Mayflower Club, only 611 examples are known to have survived. Five of those are in Canada and nine are in the United States. Hall says Mayflowers are reportedly still being used in such far flung places as Sri Lanka and Pakistan.

But the rarest of the Mayflowers are the ten missing convertibles that were

built in 1950-51. The whereabouts of all ten are a mystery. A Mayflower convertible would be an extremely valuable vehicle. Even though such factory information as serial numbers, trim details, and exact build dates are known, the history of the ten convertibles is anyone's guess. All that survives is a publicity photo taken sometime in 1950.

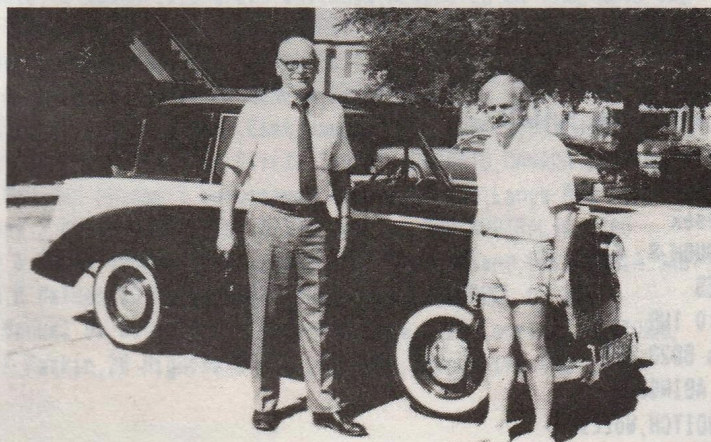
So what it is like to own and drive Mayflower? That question was referred to Phil Hall, who, in addition to owning and restoring several Mayflowers, has nurtured a decades long love affair with the car. Says Hall: "The Mayflower is a car with character. It will willingly cruise along at 45 mph, and with the busy choked up roads here in Great Britain, that is more than sufficient. Of course, the Mayflower is not the car for the Daytona racing circuit or England's Silverstone. But it was never intended to be anything more than just a friendly family car with no frills or refinements and that is exactly what it was and is."

Ironically, sales of the Mayflower began to pick up just as Standard-Triumph began phasing the car out of production to concentrate on the Standard eight and Standard Ten, known in this country as the Triumph TR10.

Mark Norris, an Orlando, Florida car collector who owns a Mayflower, said he has discovered that finding mechanical parts for the car isn't too difficult, but locating trim parts is next to impossible. Norris said he recently had the brake system overhauled and discovered many of the Mayflower's brake parts were used on other British vehicles such as early postwar MGs.

Norris Mayflower was sold by Fergus Motors in New York. Then, somehow, it ended up spending several decades in a museum. Today it lives in the tropical Florida climate and makes an occasional appearance at British car shows.

Had the Mayflower come along during the small car economy boom of the late 1950s, we might think of more than Pilgrims, Plymouth Rock, and Thanksgiving whenever the word Mayflower is mentioned.



Pictured with USA member Mark Norris and his Flower is our Spares Secretary, John Gogay, on a fact-finding trip to Orlando, Florida, on how to run a Mayflower without overheating!!

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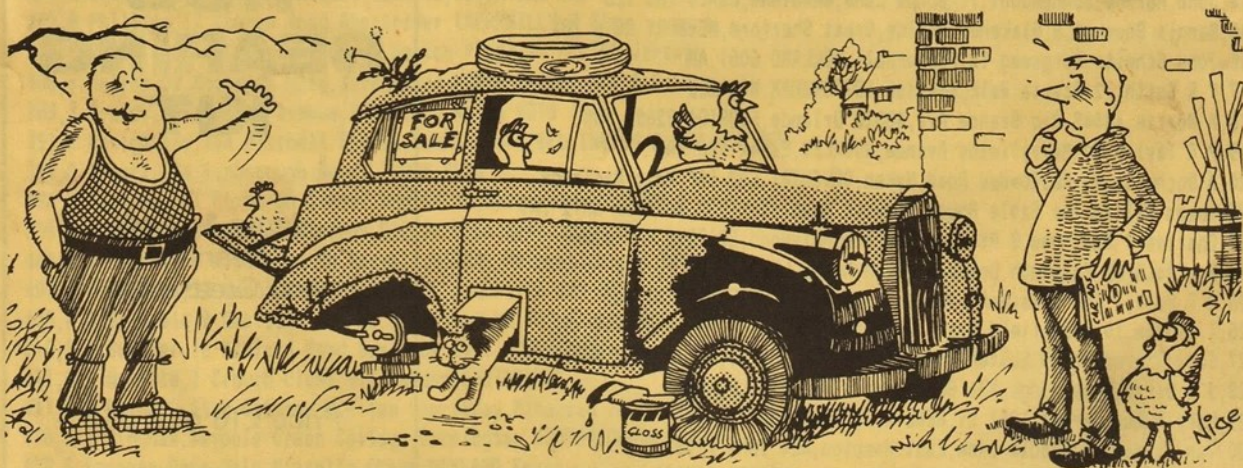
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"Like I said in the advert - "Part restored, one owner, engine never touched, used daily" - by me chickens!"

Christmas card received from our Swedish member Urban Nyblom