

Triumph Mayflower Club



WINTER ISSUE 2011 No. 135



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 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

FLOWER POWER
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Cover: Another Mayflower rescued, this one is in Norway and the new owner is Terje Stamnes

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ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 20, 2011 at the Village Hotel in Tempus Drive, Tempus Ten, Walsall WS2 8TJ West Midlands at 2.00 pm. This is the venue we have used for the last few years. The location is superb being almost immediately off the M6 at Junction 10, in fact it is even closer to the M6 junction than the school that had been home to our AGM meetings for more than 10 years. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help in the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution. We shall this year be looking for a Rally Secretary.

SUNDAY 20th MARCH 2011
Village Hotel, Tempus Drive
Tempus Ten, Walsall WS2 8TJ at 2.00 pm

Editorial

by Nico ten Wolde

ANOTHER YEAR has passed and again I haven't done enough driving in my Mayflower.. Having a full-time job and a one-year-old son does mean the year is over before you even notice it (hence the delay for this edition of *Flower Power*, my apologies)...

The good thing is that in a few years from now I will have a few extra hands to work on my cars. Hopefully he does like the Mayflower and my Mini's as much as I do. At least his name, Lucas, can be found on all my cars!!

I guess the early arrival of the winter meant that quite a few of our members could not work in their garages and sat down behind their PCs instead. I have received quite a lot of stories and even pictures of our cars in the days the Mayflower was being used as a daily runner.

The most unusual story probably being from Mrs Judy Barradell-Smith, she has been born in the front seat of a Triumph Mayflower in 1953! Quite probably Judy is the only person in the world who can claim that!

I have received some requests to write more articles like the one on anti-freeze in the previous edition. I will try to come up with similar articles on different subjects in the next issues. Many thanks for your positive reactions!

Well, enjoy reading and please keep on writing!

CLUB SUBSCRIPTIONS

Your club subscriptions become due on April 1 2011

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WANTED

Articles and interesting stories from you the members

Please send your contribution to the Editor and help make our magazine more interesting

Copy dates

Copy deadlines for the next few editions of *Flower Power* are: March 1; June 1; and September 1 2011. All correspondence should be sent to Nico ten Wolde by post or e-mail in English, German, French or Dutch.

Born in a Mayflower!

Dear Sir,

I have the dubious distinction of having been born in the front seat of a Triumph Mayflower in 1953 in Calcutta !!

I would love to know if this old car is still on the road Registration LRW 821. I don't suppose there is any way of finding out?

*Many thanks
Mrs Judy Barradell-Smith*

Good morning and thank you for your e-mail.

A great little story that made me smile and put lots of unanswered questions in my head - but where in Calcutta - why in Calcutta - were just two!

A happy ending for you - but alas not for the car!

The club have records of member's cars from the early 1970s. I am afraid that there is no record of anyone owning LRW - so it looks like it was one of those cars that ...

*Regards
John*

Thanks for the reply John.

Glad it made you smile - it usually does when I tell it. One for the club membership annals maybe. Yes, everyone also asks me the rude questions that come to their minds too. I have to fend those off as after all I do not know!!

The story I am told is that my father drove my mum when she was in labour with me, to the clinic, parked the car and ran to get help but I arrived unassisted by anyone before he or the nurses could get there in the passenger side!!

My parents bought the car in Manchester in 1946 or 1947 just after they got married. Not new I don't think. They had it shipped out to Calcutta in 1948 when they went out there to live. My father was working for the company, ICI building fabric (nylon) spinning plants in India.

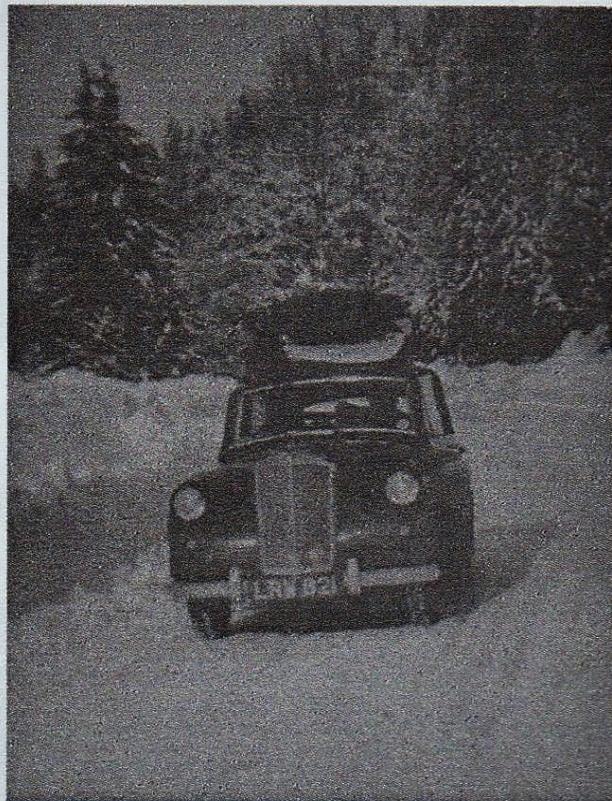
We lived in Calcutta in Alipore Road. I was born in the car outside the Elgin Nursing Home in Calcutta in May 1953. I have the dubious distinction of having a car number plate on my Indian birth certificate. We had a lovely little local man who drove it for my mother

sometimes and who kept it polished to a high sheen. I am not sure of its history after 1955 when we returned to England to live, but it came back home once in 1952 when my parents took a three month sabbatical and shipped the car back to the UK with them for that and drove it from England all the way to Austria on a skiing holiday with my older brother.

I have a photo of it which I enclose taken near St Anton, Austria February 1952. I do not know if they got rid of it in India or UK so if in India its probably still being used somewhere even if it's as a chicken hut!! Sorry the scanned photo is rather poor quality. But the number plate is clear on this shot.

Thanks for looking it up anyway. I tried the DVLC and they do not have it registered anywhere. Alas, I cannot ask my father where it was sold as he died this year.

*All the best
Judy Barradell-Smith*



On holiday in Austria

Good Morning,

That's a great story - thank you for sharing it. The photo is a genuine piece of family history too. My love of Mayflowers began because my father bought one as his first car in 1951 in Gibraltar. I have similar photos of this car in Spain, on family holidays, before it and we came back to England in 1954.

You may need to check your early dates, Mayflowers became available to buy in late 1950 - so a little thinking and readjustment might have to happen there.

I have taken the liberty of sending your story to our magazine editor for possible inclusion in our quarterly magazine - *Flower Power*. I will happily send you a copy if it is included. Please let me have your address.

*Thanks again
John*

Hi John

I did some re thinking on dates after getting your E mail and because my dad has very recently died I regret I cannot ask him but I spoke to my mum.

I was wrong about the purchase date and the shipping information it seems. My parents bought the car when on leave in UK in 1952, drove it to Austria for the holiday and then had the car shipped back to India afterwards so it dates from 1952.

I suspect it was probably bought new then in the UK? Mum says they never brought it home from India when they came back home in 1955. It was sold. So if it still exists its probably still out there!! Wish I knew!

And yes if you want to include the story in your magazine if you need to - please do! It still amuses me 57 years later!!!

Mayflower book

Dear Mayflower members,

You may already have heard about my book *Triumph and Tragedy* - the story of Sir John Black - the legend behind Standard and post-war Triumph Cars.

In case you don't have the link; it is being sold through the Standard Motor Club at standardmotorclub.org.uk/johnblack at a price of £15 plus £2 postage and packing for the UK; £3.20 for Europe and £5.20 for USA and the rest of the world.

It is also advertised in the January issue of *Triumph World* where I have just read your article.

Many regards,
Nick Black

Did you learn to drive in a Mayflower?

Hi John,

I am a member of Murray Heritage Motorists Inc. in Australia and we have a circulation of 70 magazines each month. I am writing an article (one A4) page for our club magazine, *Motor Torque*. The theme of the article is, "I learned to drive in Mum and Dad's Mayflower". As your site would be most helpful in compiling the article I would really appreciate your permission to use excerpts.

I am more than happy to include thanks to you and include your site address for permission to use your material.

I anticipate your reply.

Regards Dick Jacob, Richard L Jacob
14 Echidna Court, Baranduda 3691
Australia

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Letters**LATEST ON
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Dear all,

Well, some progress has been made, although not as quick as planned, mainly due to yet another inconsiderate landlord. I am now relying on a very good friend who has taken pity on me and kindly cleared out a corner of his commercial garage for me to work in total comfort.

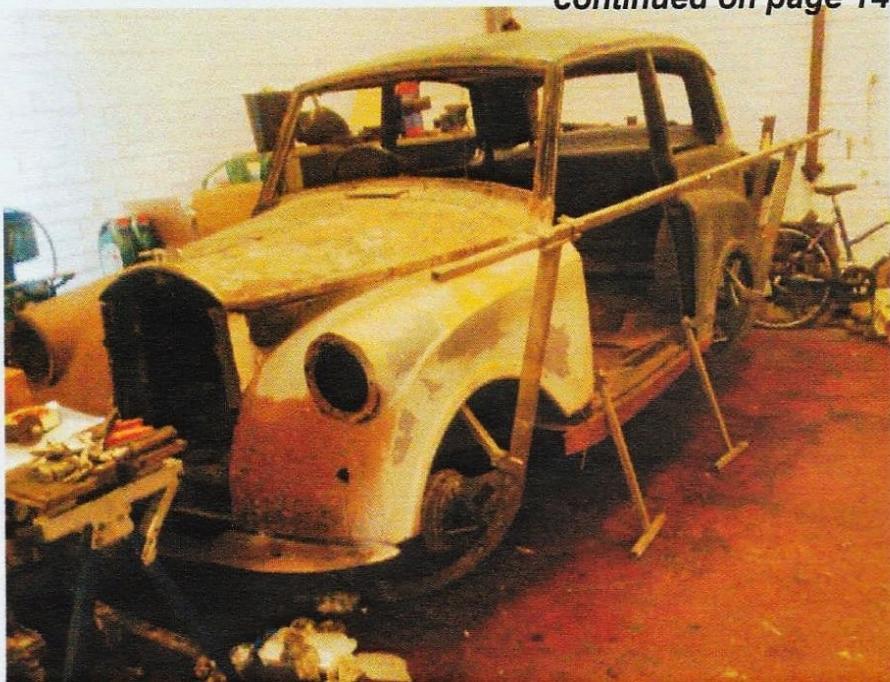
In order to not outstay my welcome, I have purchased a roll over frame, the type that bolts onto the wheel hubs and allows the car to be turned over onto its side, my welding skills are slowly improving and I have now learned to use a Mig, but not very well and still prefer gas.

I had forgotten how long it takes to produce the simplest of repair patches, I have also learnt that until the replacement piece has been attached, to keep all bits of rusted metal as both a template and to ensure correct positioning.

The biggest headache was understanding how the front of the inner sill, outer sill and the end cap interleaved with the floor, inner wing and outer wing, that whole corner on both sides was badly corroded, still not sure if I have rebuilt it correctly. If anyone has photographs of the lower front wing/sill with the splash cover removed, I would appreciate it. Likewise for both front and rear jacking points, can anyone tell me if you can see into the sill box section from the jacking point, or is the sill enclosed?

I have also realised that you can spend far too much time fabricating a repair that matches

continued on page 14



Classic cars Chinese style

By Yang Li

MY NAME is Yang Li, born in 1983 in Beijing. When I was 19, I went to Gelsenkirchen (Germany) to study computer science in mechanical engineering and came back to China in 2008. Since then I work for the classic vehicle union of China as secretary of events department.

My father is a committee member of FIA classic car section who works for FASC (Federation of Automobile Sports of China). When I was a child, I got the opportunity to experience the automobile sports in China, which was still unfamiliar to normal Chinese people at that time.

The passion of automobile sports impressed me and made me become a fan. In 1998, the first official classic car event "Louis Vuitton Classic China Run 1998" took place and made great effects among Chinese society.

Since then the word "classic car" is more and more popular and well known by the public. For me, it was the first time to see real classic cars. Especially when I sat in the Redflag 770 that attended the "Louis Vuitton Classic China Run 1998" as the only Chinese participant, I deeply felt that I would be connected with classic cars sooner or later.

FIVA representative

Our organisation has about 400 members with nearly 1,000 classic cars. They have the strong will to communicate with people outside of China who also share the same hobby. That's why we decided to apply for joining the FIVA and in 2009 we were approved to join the family officially.

Classic cars & China

Whenever there is classic car on the road people gather around the car, take pictures and talk about it. However, as you may know, Chinese people only started buying private cars about 20 years ago, but most families just began spending money on cars in the last 10

years or so. Classic cars are still such an expensive hobby to common Chinese people and only a few people own one.

As far as we know, we are the only official organisation or club in classic vehicle industry in China.

The car most remembered is the Redflag limousine which catered for the officers from the government. At that time sitting in a Redflag meant political power and high level in society.

The same applies to the Russian brand ZIM and ZIS. That's why many Chinese collectors love Redflag (most popular) and Russian cars.

Of course there were also some European cars running on the streets of China many years ago, for example, Mercedes-Benz and Citroen. They are also sought after Chinese collectors now.

Most old cars cannot be driven although they are technically fit because they don't have number plates anymore. About 10 years ago China had a law that all the cars older than 10 years must be rejected whether the condition is fit for driving or not.

This meant that those cars lost their license plates. This law is no longer valid, people can drive their cars as long as they wish, their cars just need to pass the inspection (technical and environmental) regularly according to the age of the cars.

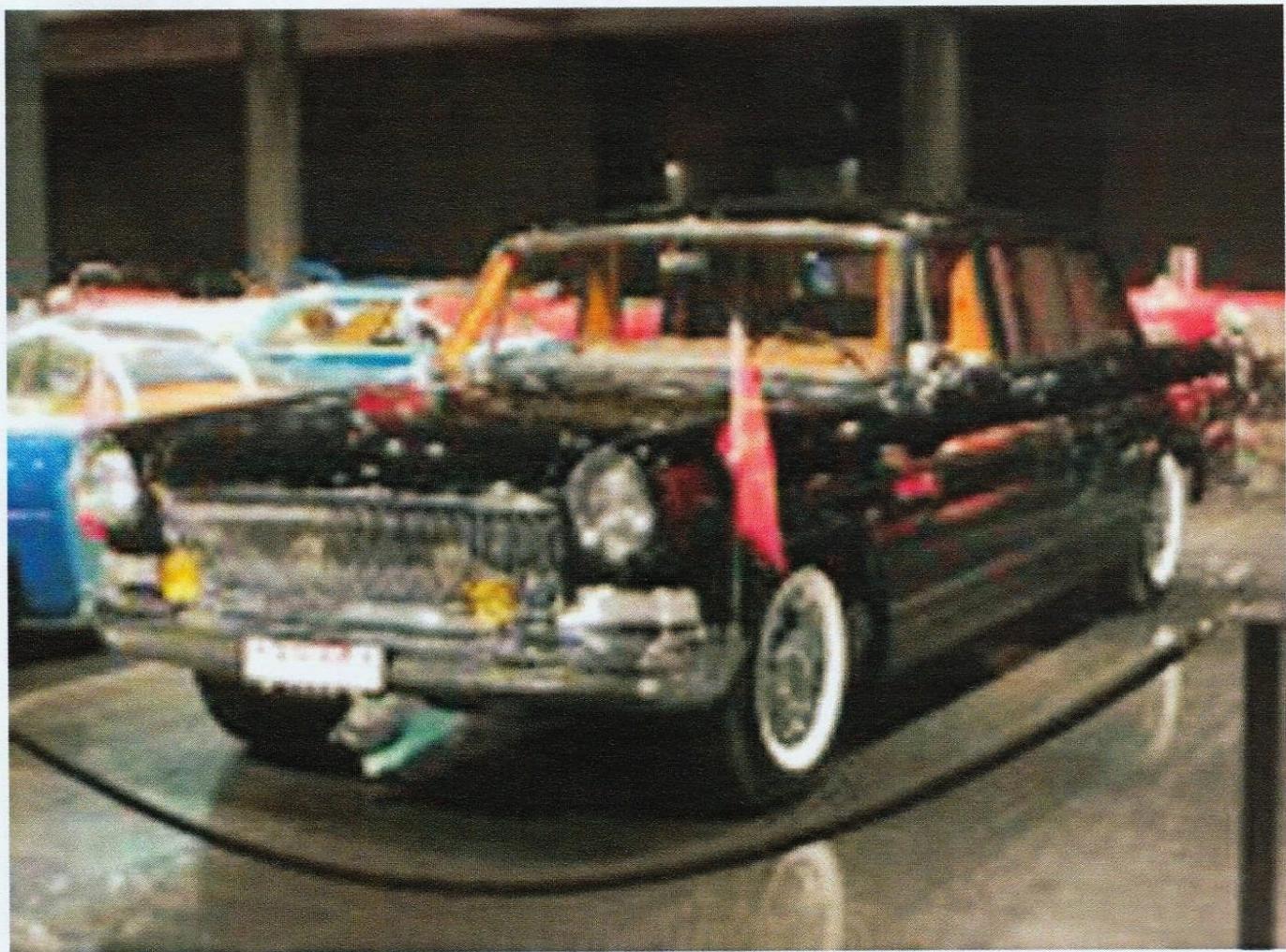
Classic car market

We do believe that classic cars will be a huge market in future in China. Mainly because Chinese people want to make themselves different from others. Classic cars are a perfect tool to make them look noble and high-levelled in society.

There isn't a specific make or type for Chinese enthusiasts. From our experience it seems that many Chinese collectors like luxury and high-end classic cars such as Rolls-Royce or Bentley.

There is one major problem in purchasing cars from abroad in that the Chinese customs do not allow the import of used cars, including classic cars. That's why some rich people buy and drive classic cars abroad. They can't bring them back to China.

We are co-operating with FIVA and FASC trying to persuade our government to change their mind to open the door to classic vehicles.



The Chinese manufactured "Red Flag"

Singapore and United Emirates had almost the same problem as we have now. With the help from FIVA, they convinced their government to change the regulations. Now they have no problem whatsoever with that issue in their countries. We hope this day will come in China soon.

We hope to persuade the Chinese authorities to accept the opinion that classic cars are an important heritage of our industry and even our society, which should not be ignored anymore.

At the moment no license plate can be issued to a classic car, which means they are not allowed to be driven on public streets legally. However, when there is an event such as a rally

or a tour, temporary license plates can be given and are valid until the event is finished.

Generally speaking, classic cars have gained more and more sympathy from the Chinese government and the relevant laws are under revision.

Classic car shows

We organize more than 10 different car shows in China every year but there is no show specifically for classic cars. There are more than 300 car shows in China every year. Some of them have a classic car area where some classic cars can be displayed to the visitors. Foreign dealers can participate; we can help them do it.

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Family memories of a Ford

I lived in England in the early 1950's and we had a car that my mother said was a Ford Mayflower, but there does not seem to be a Ford by that name and our car looks very much like the Triumph Mayflower that I found through an internet search. I am attaching some photos and wonder if you could confirm that this was indeed a Triumph Mayflower. My father bought it in 1951, but I don't know whether or not it was a brand new car or used, so not sure if it is a 1951 model or earlier.

*Thanks for any information.
Sandra Causby*

Good evening and thank you for your e-mail.

Yes - this is a photograph of a Triumph Mayflower - it looks like a Cotman Grey one - which was a metallic silvery grey.

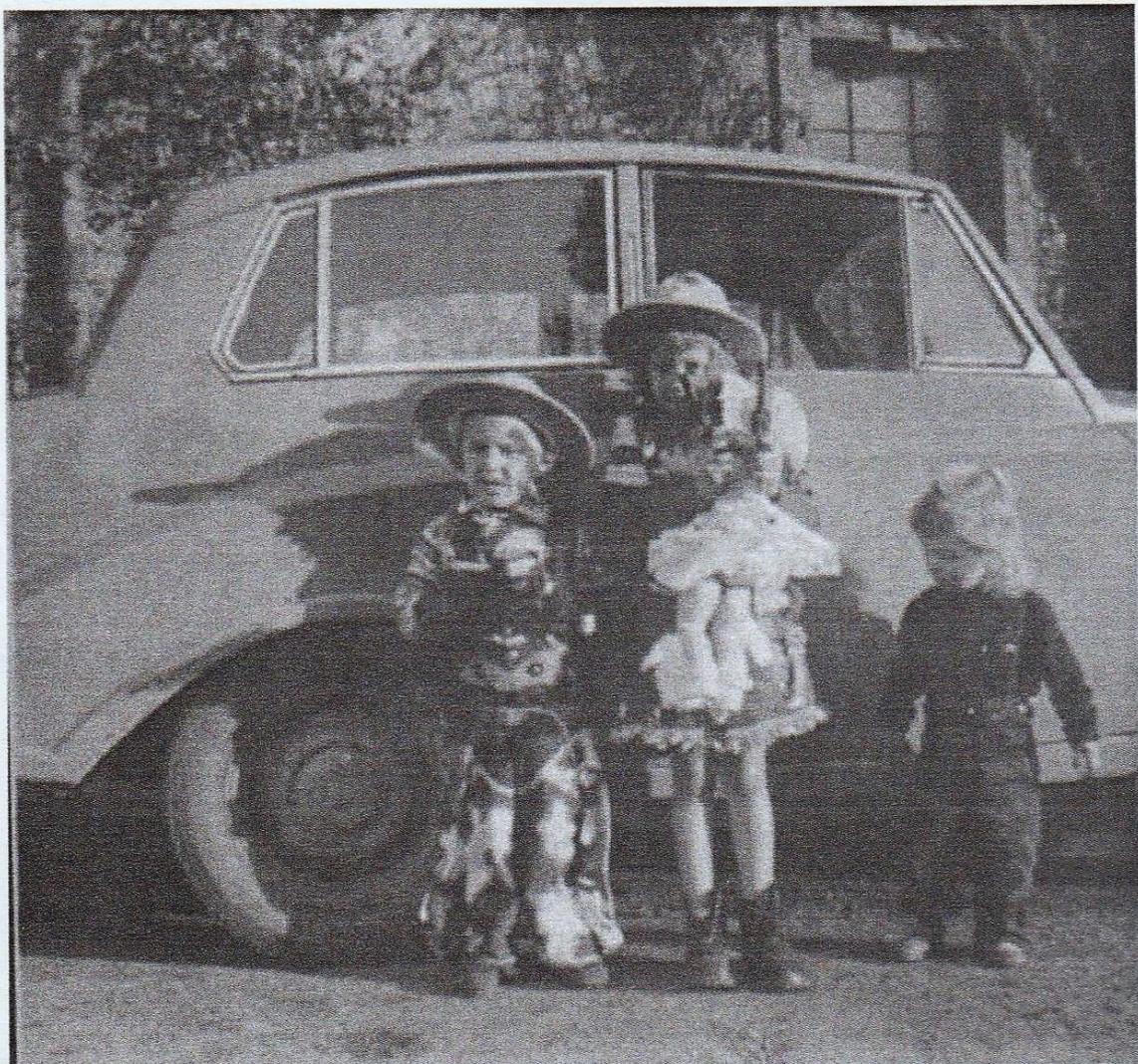
They started being sold at the very very end of 1950 so it sounds like your car was new in 1951.

Where were those splendid photographs taken? Can you remember the registration number - just in case it has survived.

*Any other help - please ask
John Oaker*



I/Triumph Mayflower



Thank you so much for responding.

I believe our car was a kind of blue/grey colour. Sorry, I have no idea of the registration number and no photographs of the front or back of the car.

The photographs are of my younger sister and myself in 1952 in front of the house we lived in in Farmington, Gloucestershire in the UK.

I have recently been privileged to go in the house and have a tour during my time here over the past month. What a thrill that was.

At the time we lived there, the house was divided into flats and rented to American military families.

Feel free to download and use the photos. I would love to have a copy if that is ever possible. I would love to show my 82-year-old mother. She has always thought the car was a

Ford Mayflower so will be surprised when I tell her it was a Triumph. The other photos shows the car or at least part of it with my brother and sister and me standing in front of it. Unfortunately, these photographs do not show the entire car, only a portion.

Best regards, Sandra Causby



Winter on its way in Chicago

Hello from across the pond,

It has been a busy summer with much car activity here and no time to send anything to *Flower Power*. My apologies. We have been active with the local vintage MG Club, Jensen Group and SCCA racing (not the Mayflower).

Our Mayflower is finally running reliably, not overheating and it can go comfortably on trips. The engine was rebuilt a while back and it took some sorting out to get it running properly.

It has been to and from our cottage (approximately 50 miles each way) several times this summer and driven to a vintage race meeting another 50 miles distant. In all instances it ran properly. Total miles this year were about 500. I just cannot take it on our interstate highway system, it is too slow.

Winter is approaching and here in Chicago and all of the toys are being put away before salt goes on the roads for de-icing. I just replaced the bushings in the rear springs and what a difference. It is much quieter.

The winter work planned for the Mayflower is having the driver seat upholstery repaired

And replacing the cylinder head with one that I received from Peter Benfield several years ago.

Why replace a head if the car is running properly you ask? Unfortunately it seeps coolant. The head is cracked between the number three spark plug and the right side of the head and the head gasket is seeping.

When I drained the oil there was some coolant found in the bottom of the drain pan so it is also leaking internally.

I have enclosed some photos of the car with some MGs at the vintage race meeting and also one of a decal from Florida that John Gogay will appreciate.

We hope that everyone has a great holiday season.

*Barb and Glenn Grossklags (787)
Chicago, Illinois, USA*



New member

Hello Gentlemen,

My name is Mark Berry from Lewisville, Texas, USA and I have been referred to you by John Gogay. My father, Frank Berry, and I obtained a number of spares from John back in the mid-1990s for my father's 1953 Mayflower (Commission No. TT 23430 LDL — picture below).

I inherited the Mayflower when my father passed away in 1996 and it has been covered in my garage ever since. I am now trying to get the car roadworthy and have just joined the local Red River Triumph Club with its only Mayflower.

I would now like to join the Triumph Mayflower Club and ask your assistance in obtaining some parts, if they are available.

I'm hoping that the Mayflower won't need much but I've enlisted the help of a local Triumph mechanic to help me go through everything, so I'll be safe driving it on the road. I'm trying to get it all fixed to use at my younger daughter's wedding on November 27!!

I have already purchased five Firestone bias whitewall tyres to replace the 15-year-old

radials on the car and am installing new shock absorbers.

The mechanic will let me know later if there are any mechanical parts needed. Here are some cosmetic items that I know of now. Once we know if there will be anything mechanical, we can try to consolidate a payment/shipment, of what may be available.

Items needed: 1) Dash Bakelite surround — plastic dashboard gauge panel plate (panel that is used to mount gauges and controls, it is a casualty of the Texas heat and has warped away from the dash).

2) Plastic "Mayflower" branded radio opening cover plate (another victim of Texas heat).

3) Four vent window rubber window seals.

4) Air cleaner (cylindrical design) with mounting brackets.

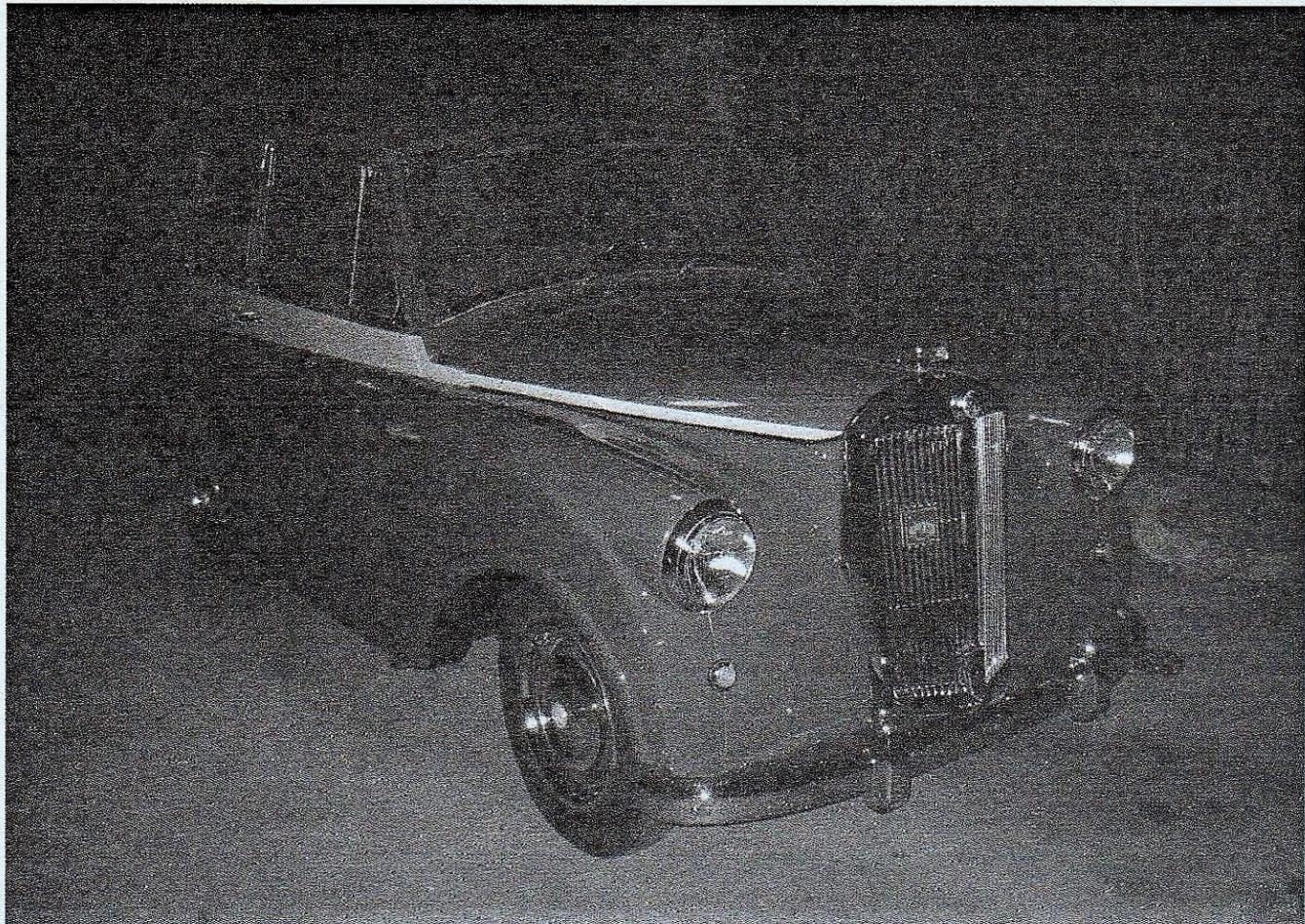
I also have a question about what tools fit into the clips in the engine compartment. Is one of these a starting handle crank? What other tools should be (jack, jack handle, etc)?

Thanks for any help you can provide.

Best regards

Mark Berry

mberry600@gmail.com



Information needed

Dear all,

Attached are several pictures that go with the following:

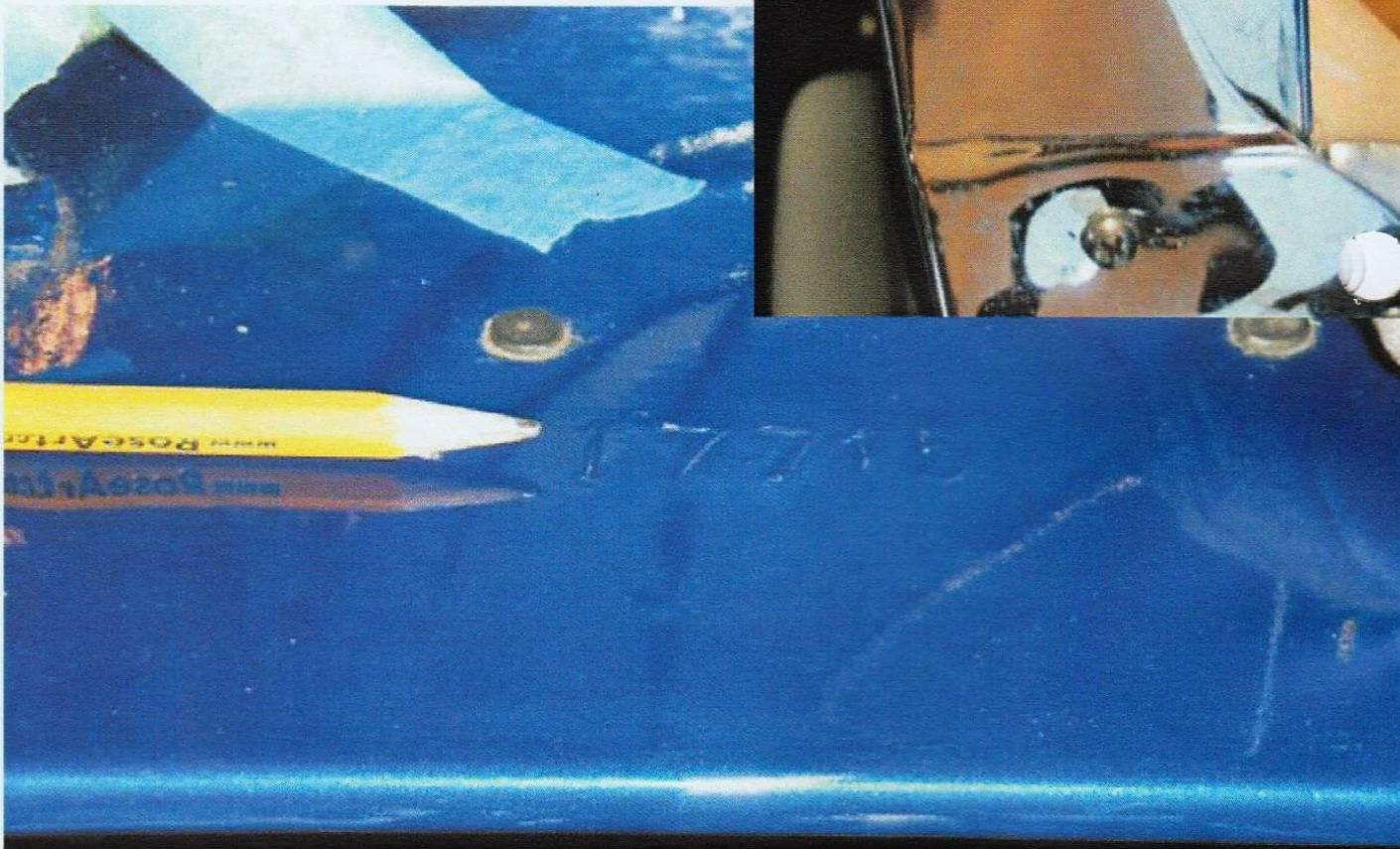
1) The "17715 Mystery".

It was impossible to see this until the body was bead blasted but on the flat shelf of the firewall is the number "17715" stamped $\frac{3}{8}$ inch tall on TT20192. The location starts at the end of the pencil in the photo. This number does not show up on the spare parts list and the spare body shell part number is "55082". On our spare car, TT6215, this area is so rusted that there is no evidence of a number.

Do all cars have this number? And what does it signify?

2) There is a picture showing the two rivet holes in the thin chrome panel that covers up the bottoms of the front window, rear channel intersection with the door opening. The second picture shows details of how we resolved replacing the rivets.

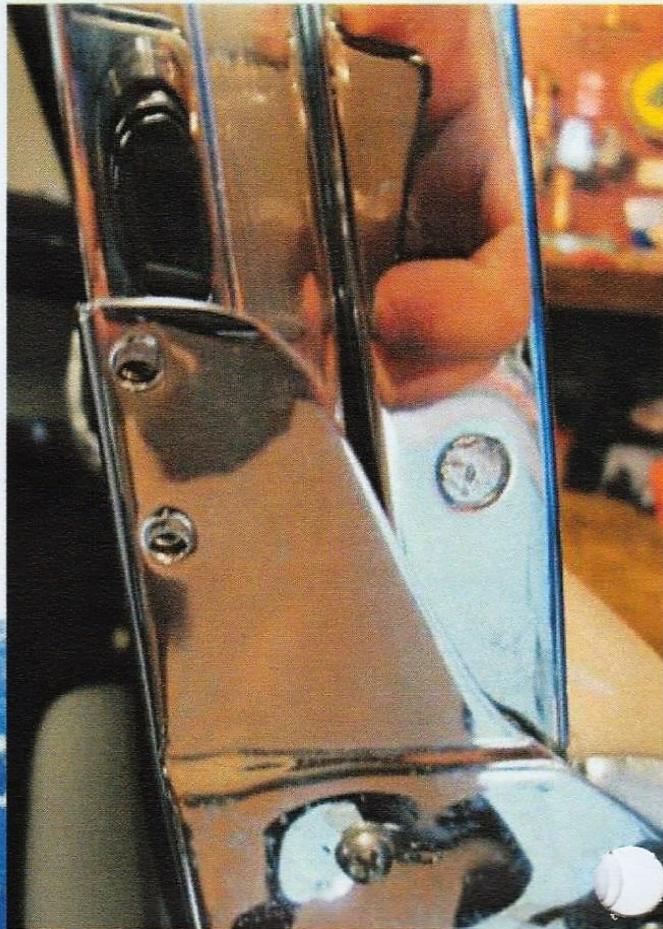
We needed to replace the two "set" chrome plated rivets that secure the thin chrome plated cover over the rear of the door window channel



frame where the channel passes through the door cavity. After having all the pieces rechromed and reassembling the window frame to the door, there remained the issue of what to do with these two holes that secure this cover piece to the window channel frame?

Since it was not a pressing issue, a solution had to wait until most of the car was completed and winter came. We eventually found what is known as "two piece tubular brass rivets" or "cutlery rivets".

They are a male and female part that press very tight together and are supposed to be used to hold handles to knives. The issues as supplied are: head shape, and stem length, both easily remedied as follows. Our source



Letters

continued from page 12

was McMaster Carr Co, phone 330-995-5500, part number 960824A100 which gives you 10 males and 10 females, so you have plenty to work with.

We made two dies to hold the rivet pins while reducing the stem length. The male die thickness is $\frac{11}{64}$ or 0.172 inch. The female die thickness is $\frac{3}{16}$ " or 0.188.

We inserted a small diameter wire into the females prior to cutting off, and used a small die grinder and cut off wheel to make the cuts.

After reducing the stem length, we used a small drill bit to "ream" out the inside of the female rivets, and put the males in a small lathe chuck to add a point to the stem.

The head shape on these rivets are ok for diameter, but are to tall for our end use. We chucked them up in the lathe and reduced the

**DON'T FORGET
THE AGM
Sunday March 20th**

head height to $\frac{7}{64}$ (0.078) and added a dome shape to them.

Next we assembled one complete rivet on a scrap piece to see if all was okay, which it was.

Then off to the plating shop to have the heads only chromed and the job is done. They look exactly like original. Loosen the small screws on the lower portion of this cover plate. Use something to align the holes. Insert the female and press the male in tightly (protect the chrome). And then retighten the screws. Looks brand new!!

Regards
Russ Hoenig



Hampton Ferry Car Show

by Dennis L. Deeley, Organiser

IS IT POSSIBLE that some of you Mayflower members would like to come to the Hampton Ferry Car Show on July 3 2011?

There is no entrance fee as this show is non profit making, but a £2 public car parking fee will be charged to help towards some of the running costs.

The show ground is at the old ferry crossing that is still in use to this day. This is in the countryside, yet only 500 yards from the town centre of Evesham.

There is a licensed restaurant with very reasonable prices and the site runs alongside the river Avon.

For directions please log onto www.hamptonferry.com

I have attached more information that can be printed off and passed onto your members or posted in your magazine or forum.

I would be very pleased to see you all there for a great day out by the river. Best regards,  ,
a happy new motoring year.



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Flower Power

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Letters

continued from page 5

the original build exactly, only to find that with the car on its wheels it will never be seen!

At this point I would like to take the opportunity to recommend and thank J. Collier, advertised in *Flower Power*, for supplying the sills, a very good fit and a panel that I would never have been able to reproduce, also my thanks to Eric Partridge for letting me have some valuable spares and for the hospitality from Eric and his wife.

Tony Wilcox (1048)
tony@wilcox18.freeserve.co.uk

News from San Francisco

Hi John (Oaker),

It has been a few years since I have written to you. I have been remiss in my attention to my Mayflowers. Four years ago all my cars were in the shop at the same time so in a state of frustration I bought a new Mercedes SLK and I have had so much fun driving it I neglected the Electric Mayflower which could have been a daily driver in town and my hot rod with a Buick V6 inside.

A friend talked me into taking two older clunkers and making a stretch limo out of them. I gave it to my mother as a birthday present but because she has hip problems she had trouble getting into the rear seat.

I have used it for a couple of weddings where I chauffeured my friends to their wedding. I must say I do not know what the status of my membership is. As I remember I am member 644.

I saw the article on the Mayflower Club in *Triumph World* and tried to get to the club website. I would appreciate it if you could let me know about my membership, how to renew and if there is a *Flower Power* magazine anymore or did it merge into *Triumph World*?

At the present time I have six Mayflowers which are road worth. Two originals with under 30,000 miles. One right hand drive, owned by

Eleanor Funk, which has gotten a fair amount of exposure in print in the past and one left hand drive.

The other four which are running have been modified with either a V6 (in the hotrod and limo), a Nissan 210 engine, or an electric conversion.

There is one which has a blown head gasket and has been garaged for 10 years but could be made to run with little work.

Just keeping you up to date with this collectors eccentricities.

*Wishing you the best
and a Happy New Year
Peter Panagotacos (644)
San Francisco*



*One of Peter's six Mayflowers at the Palo Alto British Car Meet; and below
Peter with the Limo*





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Can anyone help with this enquiry?

Hi John,

I wanted to ask a favour. I received the Solex 30FAIO carburettor from Peter back in November. I don't know if you have the Solex 30FAIO carburettor on your Mayflower, but if so, could you take a look at it and see if there are plugs in the two holes shown in the attached diagram as #71 or if the holes are open?

In the diagram (from the web site below), I don't believe the #71 are jets, and they are listed as "Not Fitted" in the carb parts list. If I know they are plugs, I can just find something locally to plug them.

<http://www.singercars.com/4ax/solex.html>

http://www.singercars.com/4ax/solex_30_faio_parts_list.html

Thanks much,
Mark Berry
mberry600@gmail.com

Update

Hi John,

A brief update on the fastest Mayflower on the planet. The 502 horsepower is put on the street via a McCloud clutch assembly, Tremec T-56 Viper 6-speed transmission and a Dana Model 60 rear end with a 3.78 to 1 differential ratio.

This will limit the top speed to about 150 mph but ensure a 1/4 time of less than 10 seconds.

I should be driving it by the next issue. Pleasant holidays to all.

Regards

Mark Heller, Florida

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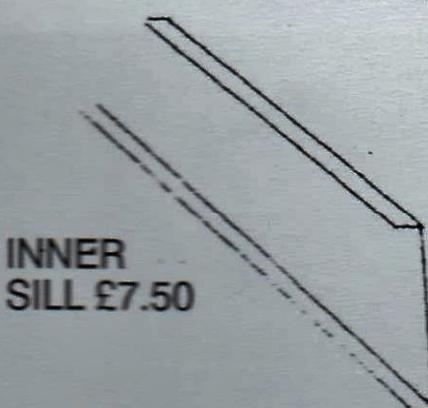
Parts for the Triumph Mayflower



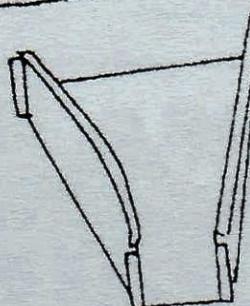
SILL £25.00



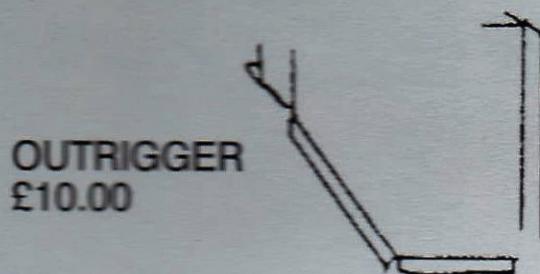
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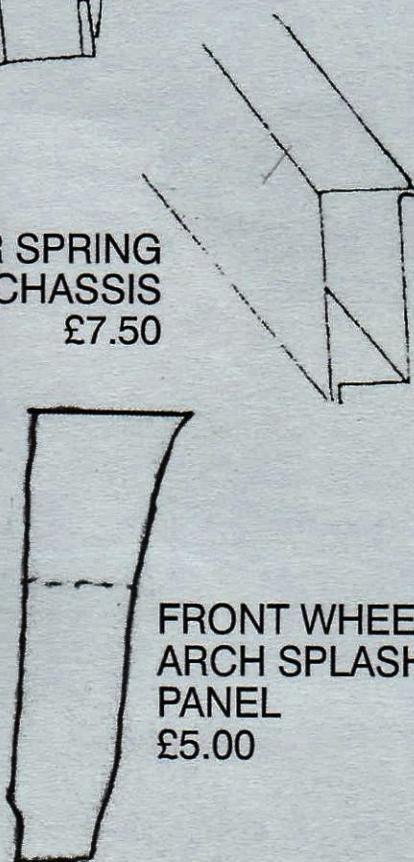
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Family memories of a Ford/Triumph Mayflower

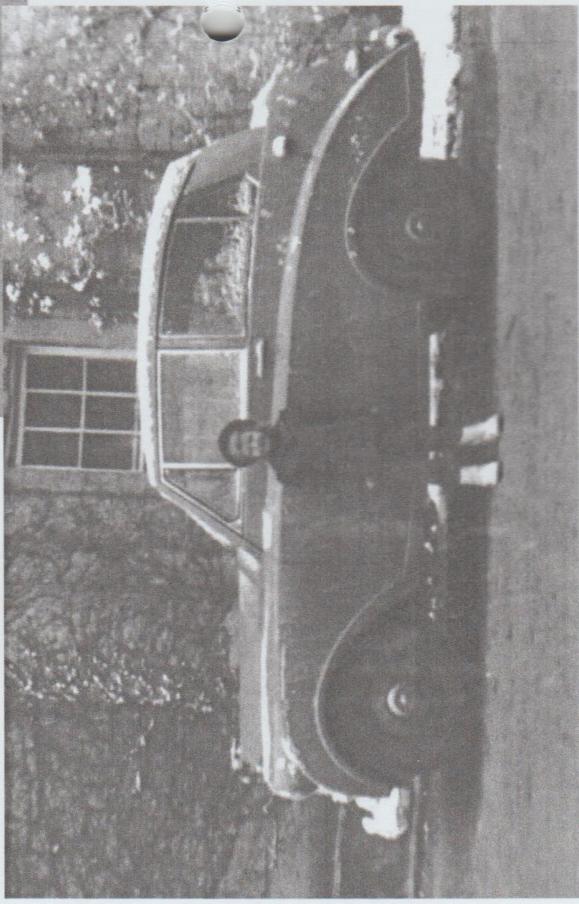
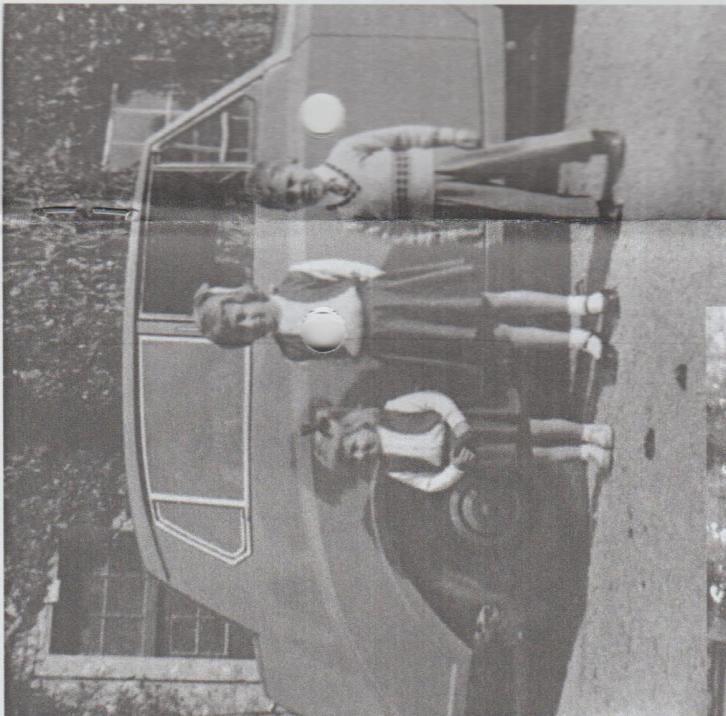
I lived in England in the early 1950's and we had a car that my mother said was a Ford Mayflower, but there does not seem to be a Ford by that name and our car looks very much like the Triumph Mayflower that I found through an internet search. I am attaching some photos and wonder if you could confirm that this was indeed a Triumph Mayflower. My father bought it in 1951, but I don't know whether or not it was a brand new car or used, so not sure if it is a 1951 model or earlier.

Thanks for any information.
Sandra Causby

Good evening and thank you for your e-mail.
Yes - this is a photograph of a Triumph Mayflower - it looks like a Corman Grey one - which was a metallic silver/grey.

They started being sold at the very very end of 1950 so it sounds like your car was new in 1951.
Where were those splendid photographs taken? Can you remember the registration number - just in case it has survived.

Any other help - please ask
John Oaker



Ford Mayflower so will be surprised when I tell her it was a Triumph. The other photos shows the car or at least part of it with my brother and sister and me standing in front of it. Unfortunately, these photographs do not show the entire car, only a portion.

Best regards, Sandra Causby



Thank you so much for responding.

I believe our car was a kind of blue/grey colour. Sorry, I have no idea of the registration number and no photographs of the front or back of the car.

The photographs are of my younger sister and myself in 1952 in front of the house we lived in in Farmington, Gloucestershire in the UK.

I have recently been privileged to go in the house and have a tour during my time here over the past month. What a thrill that was.

At the time we lived there, the house was divided into flats and rented to American military families.

Feel free to download and use the photos. I would love to have a copy if that is ever possible. I would love to show my 82-year-old mother. She has always thought the car was a