

Triumph Mayflower Club



SUMMER ISSUE 2009 No. 129



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2009-2010

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Editorial

by Nico ten Wolde

FIRSTLY I WOULD like to thank Phil Benson for being the editor of many editions of the *Flower Power!* I will try to match your quality of work Phil!

A short introduction of myself, although I will limit it to the most relevant things -- my Mayflower. The Mayflower was the first car I ever restored (at 17 years old, I didn't even have a driver's licence . . .).

Sixteen years ago I found the Mayflower hidden in a dark corner of a car park of a garage. My parents were buying a new couch that day and I joined them. Next to the "couch store" was a company importing and selling big American cars and at some time had bought the Mayflower as part of a bigger deal and imported it to The Netherlands.

My mother immediately fell in love with the car and so did I. My dad and I took a look at it and found it was completely rust free and not even one panel had ever been replaced.

To cut a long story short, two weeks later I took the car apart and 16 years later I am the

new editor of the club's magazine, *Flower Power*. Hmm, time flies when you are having fun!

You will find the complete restoration story of my Mayflower in the next magazine.

If you have any interesting stories, pictures or web sites regarding the Mayflower please send them to me. I'll be more than happy to translate stories written in French, German or Dutch! So please don't hesitate to write.

I've been quite busy the last few months, so didn't have a lot of time left to spend with the Mayflower. I do have to start checking her over. My sister's brother-in-law is getting married and they would like to use her.

Well, that's it for now, please keep on writing and enjoy the magazine!

Copy dates

Future copy deadlines for the next three editions of *Flower Power* are September 1; December 1 and March 1 2010. All correspondence should be sent to Nico ten Wolde by post or by e-mail, address details are on the inside front cover.

NEW FRONT SIDE LIGHTS

£18.50

Available From the Spares Secretary

ANNUAL MEMBERSHIP SUBSCRIPTION

The annual club membership subscriptions became due on April 1. If you have not yet paid would you please send your cheque (£25) now to John Oaker (Membership Sec.)

Any overseas members wishing to pay in US dollars (\$US42) should make it payable to J. Gogay

Your prompt payment will help the club reduce costs

GEARBOX

I have recently purchased a Mayflower Gearbox on ebay. Its not something I need so if there is anyone out there who needs one

Please contact:

John Bending
14 Normanhurst Close
Rustington
BN16 2EU

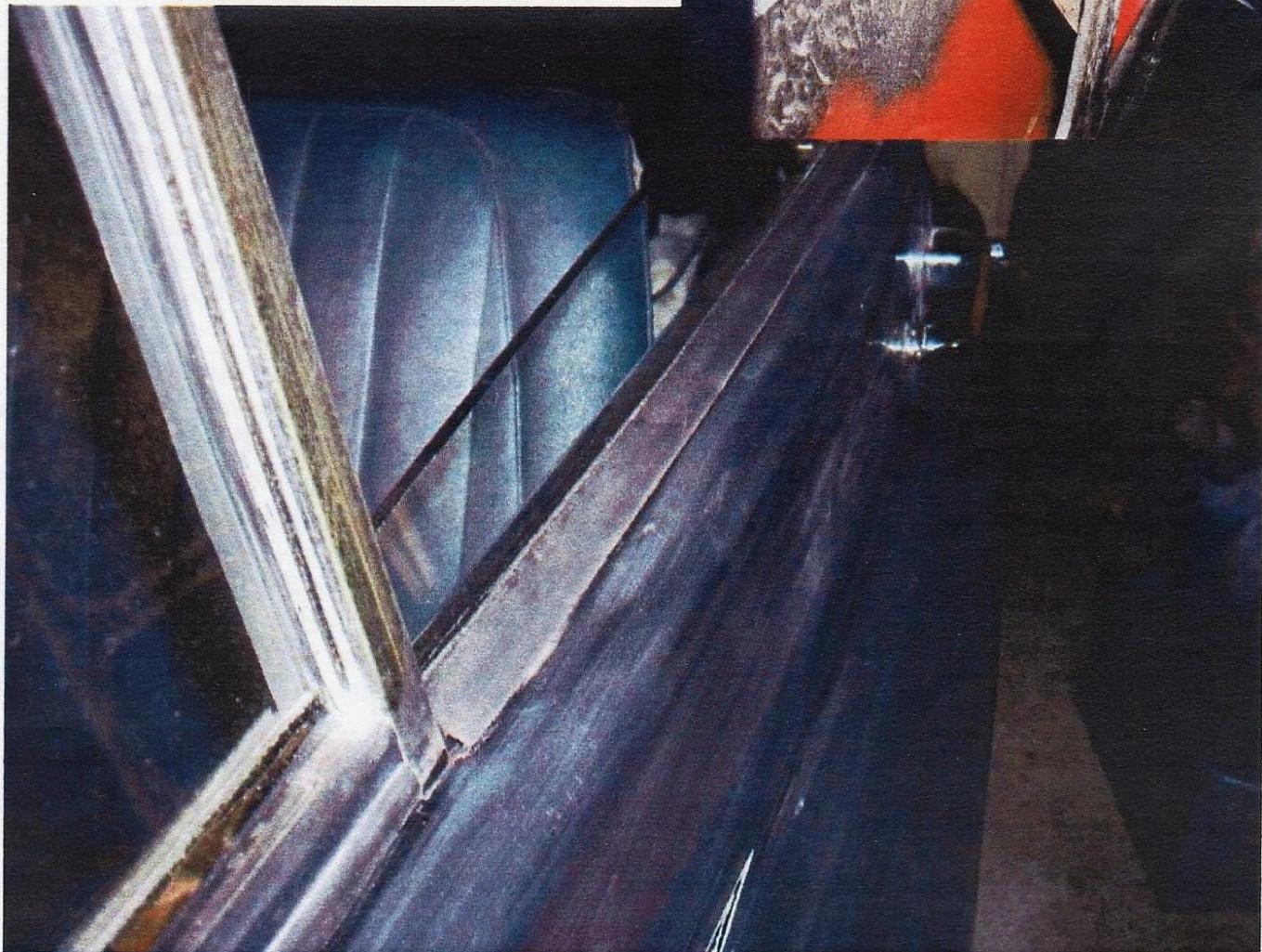
Fitting new door weather strips

by Ed Copson

FOR ONE OF my jobs for the winter months I decided was to try to fit new weather strips to the driver and passenger doors. Whilst at the Stoneleigh Show last year I purchased some rubber weather strip from woolies-trim.co.uk. Along with three packs of 10 spring clips, catalogue No. 261.

The photographs in the article show the finished job. It was not too difficult but I think that the following may be of some help to anyone else doing the same job.

The top and side chrome frame needs to be removed along with the obvious door panelling.



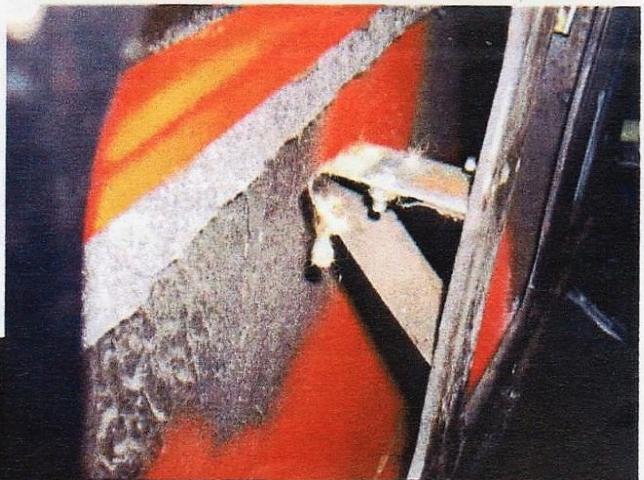
The window winder has to be disconnected to allow the window to drop right down. The window will still not drop far enough so the bracket has to be cut and bent out of the way. Before cutting make a bracket and pre-drill the holes to ensure it goes back in the right place (see photo).

The old seal and clips can now be removed.

Transfer the hole positions onto the new rubber and punch the holes through. There are some guide lines on the rubber. I punched the holes along the middle one.

The clips I found were not quite long enough so I shaved some of the rubber away.

I also fitted a new interior felt strip using the same clips but I can't remember if this was purchased from Woolies.



Triplex windshield glass markings

by Ed Copson

A COUPLE OF months ago I was out with my Flower and a guy said the usual "I haven't seen one of those for a while" which of course leads to other topics but he was telling me that he used to work for Triplex Glass Company.

He went on to tell me it was possible to tell the date of manufacture from the Triplex logo etched onto the glass but he could not remember the coding used on the logo. From this I had to put on my Sherlock Holmes hat and do some researching.

If this does not get you to clean the windscreen and look at yours I don't know what will. So here are my findings and I hope accurate.

You can see below by the dots over the Triplex logo that T = manufactured first quarter of the year; R = manufactured second quarter; I = third quarter; P = fourth quarter. Also the dots below the word 'toughened' equate to: T = 1951; O = 1952; and U = 1953.

I was not certain where the dots go for a Mayflower manufactured in 1950. So I asked Maurice Wilkes whose car was registered on September 30 1950.

It appears that no dots are used for the year of manufacture but one does appear at the end of the name Triplex. For the actual month one dot is above the letter 'I' which is for the third quarter.

This of course this will cause some discussion as some folk will say, quite rightly, that the year of registration could be different from its manufacture date. It should be pointed out that around the time the Mayflower was produced the Government insisted on export at all cost.

This of course caused quite a long waiting list in this country for new cars. Therefore as soon as one became available off the production line it was sold and registered in a very short space of time.

<p>AS2 TRIPLEX X • TOUGHENED S</p>	<p>AS2 TRIPLEX X • TOUGHENED S</p>	<p>AS2 TRIPLEX X • TOUGHENED S</p>
1st 1/4 of 1953	3rd 1/4 of 1952	3rd 1/4 of 1951

Letters and E-mails . . .

The Jenny Palmer story

Hi Nico,

Well as a tribute to my father, I ended up googling the Mayflower today hence I found the club website - it was good to see photos of the Mayflower. We had two of them during my early childhood, dad's first car was an Austin A40 and the second and third cars were the Mayflower.

I remember its odd shape, very angular, the door handles and the little catch on the back window. It was interesting to see the photograph of the Mayflower tool kit as looked very similar to his one.

To this day I still remember the registration numbers; as even in the 1960s having a car was still a bit of a luxury. When we used to go out for a long drive one of the games we used to play was to see if we could see another Mayflower on the road as there were not as many as other makes floating around in those days.

Registration number MYL 832 was a black Mayflower, it was purchased in London and sold or disposed of in Suffolk.

We probably owned it from 1957/8 to about 1964.

Number NPT 663 was a blue one, it was purchased (I think) in Suffolk and probably part exchanged in Suffolk or Essex when we bought our next vehicle.

We would have had that one from 1964 to about 1967/8. I cannot remember anything else about the vehicles, except my father did some work on the engine on MYL 832.

Both vehicles would have clocked up quite a few miles in the time we had them, driving down to London from Suffolk quite a few times a year, camping holidays in the south of England and living in the country would have meant daily trips into the town.

Well I just thought I would write to let the club know about the history of a couple of Mayflowers. I do not expect that the vehicles are still about, I expect they were probably scrapped along time ago. Anyway thank you for your time.

Regards, Jenny Palmer

Lost Flower

Hello Nico,

Is there a December/January 2008 edition of *Flower Power*? I have just received the newest Spring edition No. 128 and then looked at my last Autumn issue No. 126. Somehow I missed out on issue No. 127!

If there happens to be a spare copy around perhaps I could have one mailed out to me or just pdf a copy by e-mail is fine and I can print it out myself. Happy to see my name as the Canadian tech rep. Gee no calls yet but always here to help out.

Once I start up on the rebuild then I will submit a few stories and pictures to show some of the changes. The car is all apart and the body is being gone over. Each component is rebuilt, refurbished or replaced.

I plan on having this lady's debut on the circuit next year for our big British Field meet in May of 2010. I will keep you posted.

Many regards
Larry Spouler (Canada)

I will try and remember to send you a copy with this edition - John Gogay

Overheating

Dear Editor,

The article by Ralp Krupholter on overheating was most interesting. I tried to find info on the pump but failed. Although I will not be fitting it to my car I would like to know if the pump is multi directional, the cost and where it can be purchased from.

A diagram would also be of interest. Should the heater valve be in the on position all the time? (ie, in its fully left or right position and not central as central shuts the flow off.

Regards Ed Copson (???)

Don't forget to
pay your
ANNUAL SUBSCRIPTIONS

Visit to another Florida member

by John Gogay

WHILE JOAN and I were in Florida in May we decided to go over to the east coast to watch the Space Shuttle take off from Cape Kennedy on the 11th.

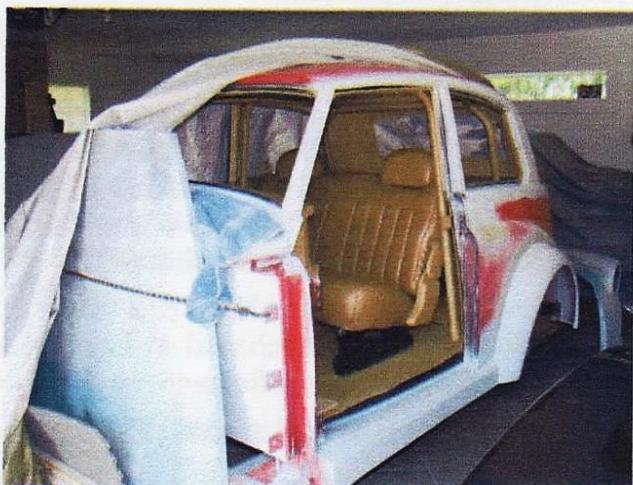
As we were in that area we arranged to call in on Florida member Mark Heller. He acquired his Mayflower from Arkansas a few years ago and it was in a very poor state, lots of rust from the mid doors down.

Mark has decided to build a 'hot rod' Mayflower, well the body is Mayflower! The running gear is totally new, comprising of a hand-made chassis with all American wheels, brakes, shocks, etc.

To power this beast he has fitted an 8-litre (yes 8-litre) Chevrolet 502 engine, which should get it to 60 mph in a few seconds.

Although this is not strictly what restoring a Mayflower is about at least it has kept a bodyshell alive and will no doubt create a lot of interest once it is up and running which he hopes will be around October this year.

He has promised to send photos and an article on some of the shows he intends to visit.



View of the almost complete bodywork (complete with wheel arches) and the Space Shuttle taking off



Letters and E-mails continued

New club member?

Hello,

I found your club by the internet. I have just bought a Mayflower two days ago and I should be glad to be in your club nearly. I send you a photo of my sweetie car!

But can you answer me for a question I don't see the tool kit inside is there a tool kit with this cars?

Unfortunately my car was paint in two tones a colour grey on top, I think from origin and a bad green!

Have you the colours about these cars because I want to paint it nearly.

Thanks a lot for the fantastic photos about your rallies, hope to have news from you and thank you by advance.

Regards Richard
(dorick33@yahoo.fr)



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The Spares Secretary*

Round the rallies

by Nico ten Wolde

STARTING WITH our Annual Rally which will be held on Sunday June 21 at Ragley Hall, Warwickshire. It starts at midday and will finish about 4.30 pm. The full address is Ragley Hall, Alcester, Warwickshire B49 5NJ.

Ragley is located two miles south west of Alcester off the A435/A46 and is about eight miles from Stratford-upon-Avon. The Hall has a very good website and this can be found at www.ragleyhall.com

The rally will be held jointly with our friends the Triumph Roadster Club as has been normal in recent years. They will be holding a dinner the evening before the rally at a nearby hotel.

Please make every effort to attend the rally as your committee have put in a lot of hard work throughout the year to organise this events.

TROC Rally

The Triumph Razoredge Owners Club (TROC) will be holding their annual rally on Sunday, July 5, at Stamford Hall, near Lutterworth in Leicestershire.

A dinner will be held the evening before, in the locality. For more information and registration, please contact Jennifer Langton at www.trocltd.com or telephone 01425 618074.

Standard & Triumph Rally

TSSC-Northants are proud to present The Standard and Triumph Rally on Sunday, July 5. It will be open to all Standard and Triumph cars from all clubs. The event will be held at Wicksteed Park, Kettering. Northamptonshire's premier entertainment and events venue.

If any members wish to attend and represent the club they would be made welcome. For more information and booking forms for this event visit www.standard-triumphrally.co.uk.

Mayflower CARBURETTOR GASKET SETS

£10.50 + postage

Contact:

The Spares Secretary
E-mail: jgogay@aol.com

Letters and E-mails . . .

Subscriptions paid

Dear Mr Oaker,

Sorry I am so late on paying my dues, like everyone else, very busy.

I had put my Mayflower away for the winter but hope to take it out this summer as there is a Triumph Show in Oregon and my wife and I want to show it off.

I had the side back windows put in and it really looks sharp. Will send pictures some time this year.

I hope to work on the interior this summer for the car show.

I would like to have Robert Gannon's website and also websites of those members in the USA.

Thanks John for the good work you have done for the club over the years. I do hope someone will step forward and help carry on the good work.

Best regards, Dan Brown
Renton, WA 98058
USA

Letters

Tennessee update

Dear John,

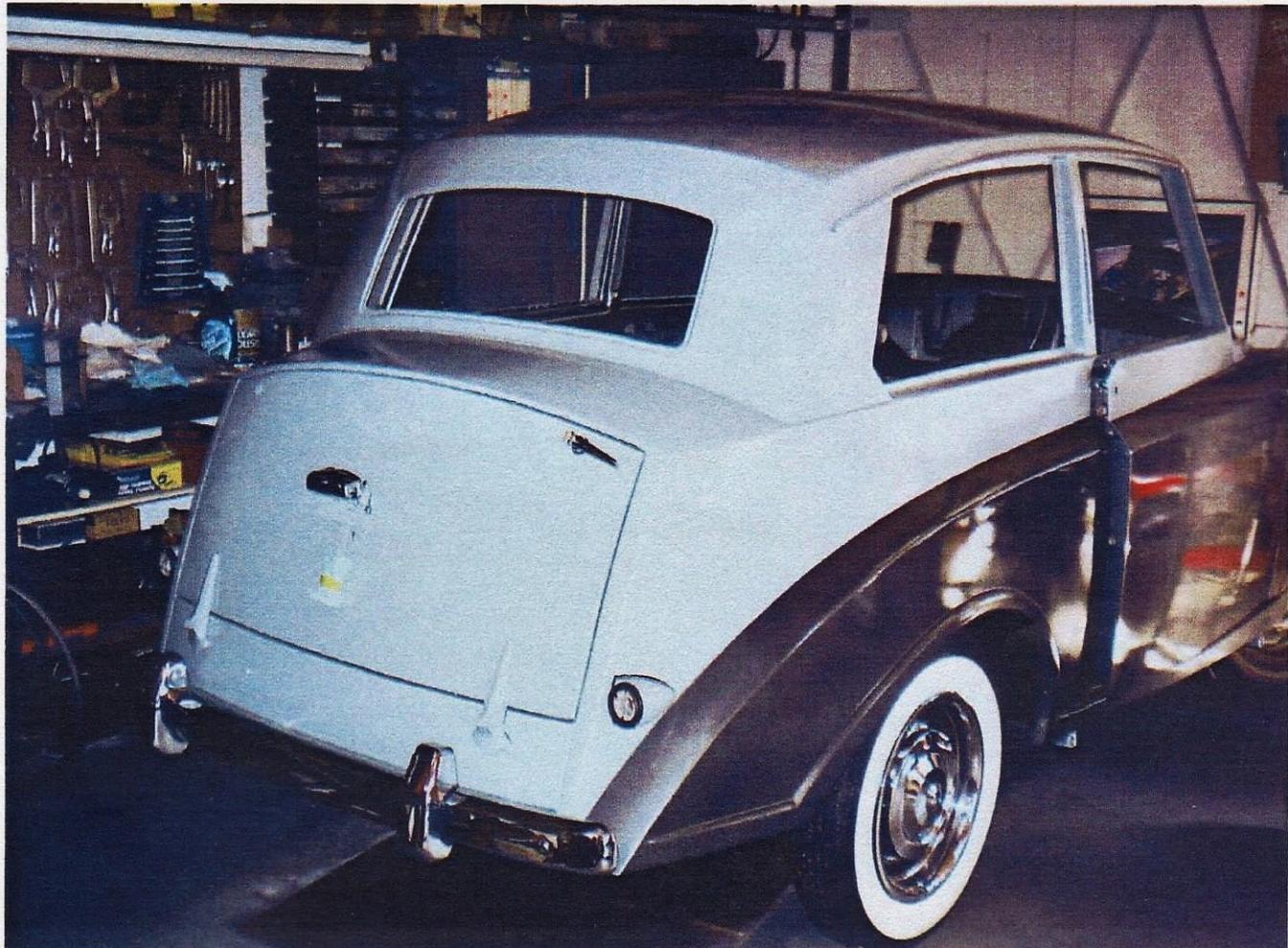
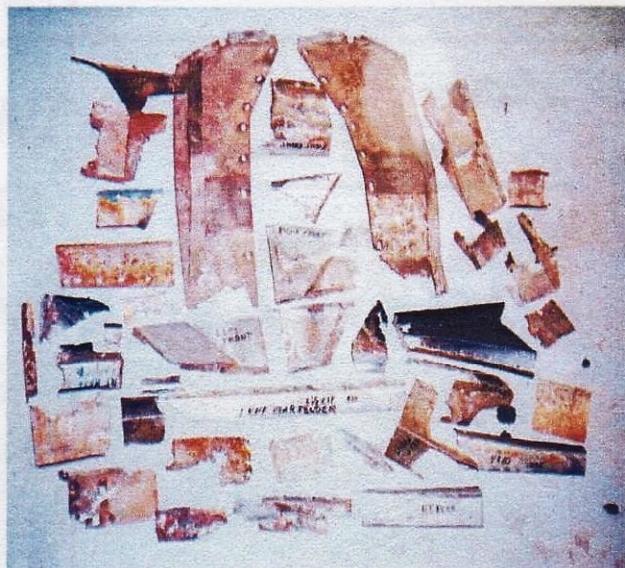
It was a pleasure to speak to you and Joan yesterday. Enclosed is my cheque for \$42.00 to cover the 2009-10 club dues.

Also enclosed are some pictures showing 'Millie' in her two-tone grey. Still have to finish off many details including adding a new wiring loom from Autosparks.

Also shown is some of the pieces that succumbed to the 'tin worm'. I did all the metal work myself and very little lead filing or plastic filler was used.

The Triumph family shown is my 1953 Mayflower; my sons 1975 Spitfire 1500 and my 1980 TR8..

Best regards
Wally Wolentarski (235)



Letters

... and E-mails

Mayflower back on the road

Dear John (Gogay),

Please find attached four photographs, one before and two of the finished car. My 1951 car, registration OOD 231, which I purchased at the end of last summer. It had been standing on waste ground near the sea for about four years and was in a very sorry rusty state.

It needed a lot of work, new sills, outriggers, head gasket, etc, many of the spares you will recall I got from you. After many hours of work, with the help of my son, she is finished.

Two weeks ago I took her to have a MoT and she passed with flying colours. Heads turn when I take her out, she is a joy to drive.

*Thanks for your help
George Chessell
Tel. 01983 840516*



Before ...

... and after



RELUCTANT SALE
1953
TRIUMPH MAYFLOWER



Registration RVT 994. Only 61k+ miles, original paintwork, new leather front seat (red), new horns, electrical check and sort out, new dashboard knob set, new ignition coil, new hydraulic jack, historic AA badge, new stainless steel rim embellishers, replacement cabin sun visors, battery ammeter on righthand side of dash scuttle. carpets good throughout (red). exterior paintwork shows signs of needing attention. No serious corrosion anywhere. Starts first turn even after 3 months idle. MoT until August 2009. Taxed and insured at the moment. Chassis TT27418DL. I paid £2475 in 2006. £170 trailered from Abagavenny to Wirral. My spend to date on is around £900. I will accept any reasonable offer - but, please, no jokes.



E-mail: Kenrumpole@aol.com - Tel: 0151-608 3687

Cellulose Paint still available for Classic cars!

Dear Classic Car Owner, I am writing to you from Classic Car Paint Supplies Ltd. We are a North-West based company supplying paint and a full range of ancillaries to the Classic Car Market. We are also a Trade Supporter of the Federation of British Historic Vehicle Clubs.

Our suppliers have over 75 years experience, and between our staff we have over 80 years colour matching expertise. All our products are supplied exactly as they would have been when originally made. We have a library dating back to the 1930s of over 160,000 colours and can still supply a full range of Cellulose paints - something making us totally unique to the rest of the UK market. We also supply a full range of 2 Pack paints and Coach enamels.

We are aware there is confusion in the market place regarding the sale of Cellulose paint. Most of the classic car owners are under the impression you can no longer purchase Cellulose, however with the historic car exemption, this is not the case.

We can also custom fill an aerosol with any colour as requested by our customers. We are able to match to any sample and ship worldwide.

We had great success at the Beaulieu AutoJumble in October and had a stand at the recent Classic Car Show at the NEC, where we had a phenomenal response for our unique and much needed products and services to the classic car market.

We guarantee by using products supplied by us, the finish will be the same as when the car originally rolled off the production line.

I feel our unique service is something that would be of great interest to your members, and we would be happy to offer any of your club members an introductory 10% discount off their first order with us by quoting 'introductory offer'. To order please call our sales line on 0151-652 2302 and speak to one of our specialists who will be more than happy to help.

If you require any colour identification help with your vehicle please give us a call on 0151-652 2302 and we would be more than happy to help you.

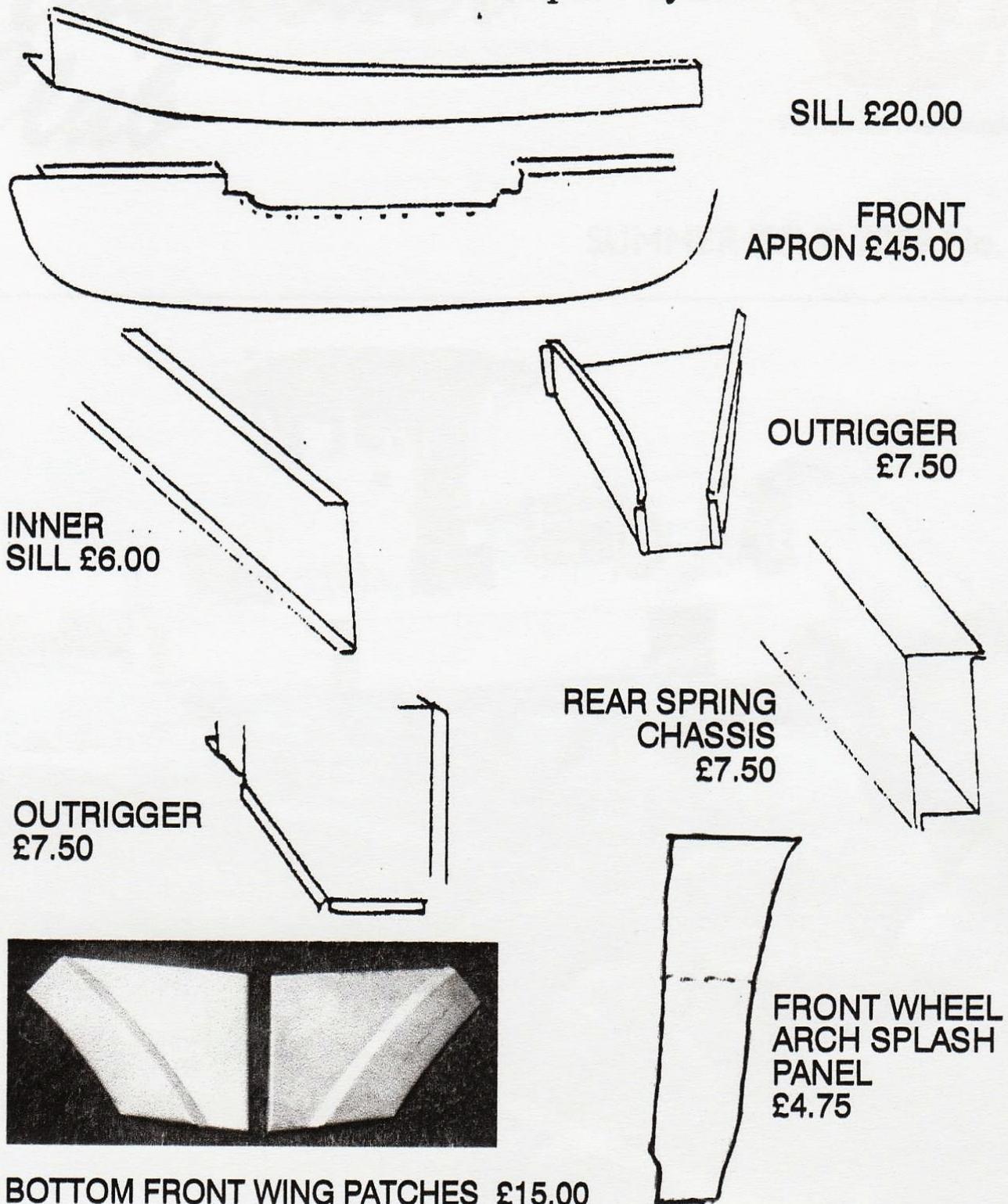
Please don't hesitate to contact a member of my team, and I look forward to hearing from you.

*Kind Regards,
Gary Feams*

Classic Car Paint Supplies Ltd
Unit 10, Quarrybank Workshops, Quarrybank Street
Merseyside CH41 2XJ
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