

TRIUMPH CLUB OF NORTH FLORIDA

Volume 28 Issue 6

December 2016

Triumph Club



Of North Florida

1409 Forest Ave.

Neptune Beach, Fl. 32266

MAYFLOWER - Little Ship of Smiles



1953 Triumph Mayflower bringing smiles to our great Kings Head Pub ladies

Pictured are: Heidi St John and Cynthia Allen. See Mayflower story on page 4.

Notify Norm Reimer of address changes at (904) 246-6044 or email to "suenorm@comcast.net"

All opinions expressed in the articles, columns and other material included in the newsletter are those of the author and do not necessarily reflect the position of the Triumph Club of North Florida, its officers or members. The Triumph Club of North Florida is not responsible for any technical advice which may appear in these pages.

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Member Help Groups

Wiring Problems

Charles Fenwick

Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Vintage Triumph racing

Don Marshall

904-259-9668

If you would like to volunteer to help other members with problems on their cars, let us know and you will be listed here.

Coming Events

June 4th - Club Meeting at Kings Head Pub, St Augustine at 1:00 PM

June 11th, Joint tour of Moody's Museum with MG Club

July 10th - Club Meeting -1:00 PM at Kings Head Pub

August - TBD - May be a short road trip

September 11th - Club Meeting -1:00 PM at Kings Head Pub

October 22nd - British Car Show at Kings Head Pub

November 5th - Club Meeting at Sandy Bottoms in Fernandina with trip to Ft Clinch

LINKS for SHOWS

* <http://www.carcouncil.org/events/>

* triumphexp.com (go to end of page for list of shows)

*

<http://feature.vintagetriumphregister.org/events/>

* Oct 1st in Myrtle Beach
www.GrandStrandBritishCarClub.com

President's Corner:

Hangar Queens to a Barn Find.

For our event in April, I was surprised on how many members did not make the trip to Daytona Beach due their Triumphs needing maintenance. The last MG Club event I attended, they only had two British vehicles there, my Triumph motorcycle and a later 70's MG Midget (Spitfire engine and transmission), but 30 attendees. When our Triumphs were new, most of them were our primary means of transportation, lacking in comfort, amenities, horsepower and reliability of today's cars, but we had the confidence to take our British sports cars anywhere at any time, and the top did not go up until the rain started, we were adventurous!.

It was said the TR-6 was the last true sports car made! When the "shape of things to come", (TR-7) came so did comfort. We have become accustomed to air condition and comfortable cars since then. What use to be our primary cars have become our antique / hobby vehicles. Not needed for work or personal use, we can afford to let them become the fixture in the garage, referred to as a "Hangar Queen" in Military Aviation, when they break.

The problem for our Triumphs when parked for maintenance of a minor problem such as a battery or leak, other problems continue to develop from not being used. Within a matter of months the fuel system is contaminated from using ethanol gas and the battery will die. Months later the brakes and hydraulic clutch freeze. Seals dry out, causing leaks. Corrosion sets on switch contacts. Years later tires dry rot and springs start going bad from the car being used as a storage container. If the car is outside, rust will be taking its toll starting with floor pans and body seams, making it a good candidate for a "Barn Find Bargain".

It's a long process to put a Triumph back into service that has been sitting for years, speaking from experience. All could have been prevented just by keeping it fixed and running a tank of gas thru every month. As I said before our greatest challenge as a British car club is getting new younger members. Having a squadron of hangar queens does not contribute to our ability to attract new members nor our enjoyment of these cars. We have a lot of experience in the club on repairing cars (and may be just the best reason to be in a club). If you need a little help, ask!

Charles Fenwick



The Black Box – NLO 739 – 1953 Triumph Mayflower Saloon

Bill & Derinda Byrd, new Triumph Club of North Florida members, acquired NLO 739 in October 2015. We were walking the 29th. Annual All-British field Meet held in Safety Harbor, FL and spotted a boxy looking carriage for four. From certain angles the Mayflower looked just like a London taxi or a Rolls-Royce. A "For Sale" sign was in the window. After walking around the auto just once Derinda said, "I want this car Buy it". I called the owner, Livingston Trueman, and after the normal negotiation we had another Classic British Motorcar.

Opinions of Triumph's Mayflower were once as sharply divided as the planes of its distinctive razoredge coachwork. Announced in September 1949, the Mayflower was a bold attempt to re-re-create the look of the successful Triumph 1800 Town & Country Saloon in small car form. Although popular when applied to large up-market cars in the 1930s, razoredge styling was not everyone's cup of tea when married to the post-war idiom of integral wings and faired-in headlamps as on the Mayflower.

Nevertheless, the model sold like no other Triumph before it. Some 35,000 were built between 1950 and 1953, a little of fifty percent of which went for export. Despite its evocative name, attempts to sell the Mayflower in the USA were a dismal failure; what the Americans wanted then were cheap, fast, large cars, not cheap, slow, small ones. There are approximately 250 known Mayflowers known to exist world-wide and 10-12 in the USA & Canada.

The integral bodyshell's superior rigidity enabled the Mayflower to make the most of its all-new independent front suspension. Of conventional layout with unequal length wishbones, the system broke new ground by enclosing the telescopic dampers within the coil springs and using a ball joint for the top swivel bearing – uniquely among contemporary mass-produced cars.

Elsewhere the Mayflower was less innovator, its engine and transmission being sourced from other Standard-Triumph models. Displacing 1247cc and producing 38 bhp at 4200 rpm, the four cylinder sidevalve power unit descended from that of a pre-war Standard Flying Ten.

Howard Pryor from Barnet in north London, knew next to nothing about the model when he acquired NLO 739 in 1988 as a non-runner. When he went to see the car it was covered in dust, but the bodywork was in very good condition. Apparently, the car's owner had never used it, and it had been laid up for some time. The engine overhaul included reboring, fitting a set of oversize pistons, regrinding the crankshaft, and renewing all the bearing shells.

While the engine was away, Howard took the opportunity to restore the engine bay. One thing led to another, and he ended up having the entire car re-sprayed. "The painter said he'd bring the car back when it was finished, which turned out to be eighteen month later" recalled Howard ruefully. "I must say though, that he's done a absolutely first class job. All the body repairs were **leaded**, there was no filler used anywhere."

By April 1993 the re-assembled Mayflower was back on the road. All was far from well however, as the engine refused to run cleanly. Not only that, but the head gasket would blow with monotonous regularity. "The engine had been modified with bolts holding down the cylinder head instead of studs and nuts.

By this time – the summer of 1994, six years had elapsed since the Mayflower's acquisition, and although the car was at last a reliable runner, its restoration was by no means completed. The next stage was the refurbishment of the interior, which was carried out by a professional upholsterer of the winter of 1994/1995.

If you're prepared to be patient, then driving a Mayflower can be fun. 40 to 45 mph was recommended to be the car's smoothest pace, with 55 or even 60 mph sustainable should the need arise, which only goes to show how much slower was the pace of motoring life back in 1950.

NLO 739 was featured with a 5 page layout in Triumph World Magazine No. 4 October/November 1995.

Passed on to us were pictures of NLO 739's original owner, Queenie Rosa Barlow, standing by her new 1953 Mayflower, plus, photos of NLO 739 appearing at the Triumph Mayflower Rally, June 25, 2006 at Stanford Hall Castle, Lutterworth, Leicestershire; the 75 Anniversary Rally of Razoredge/Mayflower Roadsters, July 1998 held at Kimbolton Castle, Cambridgeshire and Early Triumph Club Summer Rally, June 25, 2000, Bletchley Park – Milton Keynes, Buckinghamshire.

By Bill Byrd



Restored interior at left and completely overhauled engine is shown above. A truly rare car in the States





New Members, Derinda and Bill Byrd are on left of picture



One Classy Boot (y)



A Triumph of happy Ladies

The Triumph Club of North Florida now has a **new** Facebook group that members can join - <https://www.facebook.com/groups/TCofNF/>

The group is Closed, which means that it can be found via a Facebook search, but, non-members cannot read the members' posts. After searching for, and finding, the group, request to join by clicking on the green JOIN button, and Penny will add you. - Join to see pictures and more. This can help spread the word about our club and activities.

Also, our Club web site is - <http://www.tcnf.org/history.html> -take a look.

Load the torpedoes



Above is picture through periscope of NFTC members in St Marys

NFTC May meeting and trip to St Marys, Ga.

On May 14th, the Club traveled to St Mary's Ga. for our monthly meeting. Triumph drivers had an interesting trip with some taking a ferry ride cross the St Johns River. The trip to the submarine museum started out with two meeting places. Some members met at Panera Bread in Jacksonville Beach and others attended Cars & Coffee and the Florida Times Union Parking lot.





This is Facebook site for Sub Museum, above right is: <https://www.facebook.com/St-Marys-Submarine-Museum-121502876248/>. And You Tube site - <https://www.youtube.com/watch?v=bB8KLQBop-I>

The Cars & Coffee event was attended by Charles Fenwick, Charles Fenwick III, David & Derinda Byrd, Jason & Terese Cather and Lance Brazil. This event has become very popular with the Detroit car crowd so much so that I had a hard time finding a place to park—hundreds of cars and our four Triumphs.

We started out from the Times Union parking lot around 10:30 p.m. and followed US 17 north to meet up with the rest of the Triumphs at a Shell station in St. Marys. From there we caravanned up 17 and did a short drive on I95.

We arrived at the Riverside Café earlier than expected but they had a separate dining room reserved for us. Orders were given and the food was served promptly. This restaurant was an excellent choice. Since we were earlier than expected for the Museum some of us walked across the street to the waterfront to kill a little time until we were expected at the Museum.

Our tour was hosted by the museum director and he was full of little facts and tidbits about submarines and how the museum obtained many of their exhibits. Each story brought another story and all were interesting. My favorite part of the visit was the working periscope that you can use to look out at the river. We had an excellent turnout with six Triumphs.

Attending: Lance Brazil '80 Spitfire
 Cam Anderson '65 TR4A
 Charles Fenwick & son '80 Spitfire
 Jason & Terese Cather '80 TR8
 Bill & Derinda Byrd '53 Mayflower
 Alex & Penny Levy '66 TR4A

Info from Lance Brazil



Triumphs and members at the Museum



Rambling Thoughts

Atlanta, where I75, I85, and I20 converge and turn signals, courtesy, and the speed limit seem to be optional.

Trust everybody but cut the cards—Doc Holladay. Trust the GPS but carry a roadmap—Lance

Bigfoot does not exist. If it did, some backwoods hunter would roar into town, horn honking, with one strapped over the hood of his pickup truck yelling “Hey everybody, look what I shot!”

Have you ever noticed that on TV and in the movies, nobody ever has to search for a parking place? There is always one right in front of the door, and car windows are always absolutely clean without dirt or bug splatters.

If you can operate most of the buttons on your TV remote without looking, you have had the TV too long or you are watching too much TV.

There are only 10 types of people in the world; those who understand binary and those who don’t. I know you understand what you think I said but I’m not exactly sure what you read is what I meant.

Every day I see more and more people who would run over you for a parking place nearer to the door.

Super Glue works best at gluing your fingers together and gluing the top on the tube.

On cell phones we can block calls we don’t want to receive. It’s too bad we can’t do that with obnoxious TV commercials.

Eating hospital food is tantamount to being dropped into a backward Amazon jungle village and being mandated you must eat the local food.

(from Lance Brazil)

Now for the lighter side

Did I read that sign right?

TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW

In a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT

In a London department store:
BARGAIN BASEMENT UPSTAIRS

In an office:
WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN

In an office:
AFTER TEA BREAK STAFF SHOULD EMPTY THE TEAPOT AND STAND UPSIDE DOWN ON THE DRAINING BOARD

Outside a secondhand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

Notice in health food shop window:

CLOSED DUE TO ILLNESS

TECH Sessions:

You missed a great TECH Session this past Saturday with Charles. There were five members that were there and all got chance to get our hands a bit oily. Charles is a good host and pizza tastes great with a light coating of 30 weight on your hands, but makes it bit hard to hold the beer. More on this one in next newsletter.

Try to make the next TECH Session - good conversation, food, drink, and you might learn something or help others learn.

Join the Triumph Club of North Florida

If you're interested in Triumph cars, You should be a member of TCNF. The benefits are outstanding, a monthly newsletter that is entertaining as well as informative with free ads to members, monthly events, rallies, shows, picnics, tours and camaraderie with fellow enthusiasts...

Membership Application/ Renewal

----- (Please Print) -----

New _____ Renewal _____

Car Information

Year Model Comm #

Name _____

1. _____

Spouse _____

2. _____

Address _____

3. _____

4. _____

5. _____

Home Phone () _____

Please circle interest in:

Work Phone () _____

Tech Sessions

Email Address _____

Social Events

Autocross

Tours

Fun Rallyes

Car Show

VTR Member? Yes _____ No _____

T-S-D Rallyes Races

TRA Member? Yes _____ No _____

Make your \$25.00 check payable to:

Triumph Club of North Florida,
c/o Norm Reimer,
1409 Forest Ave.
Neptune Beach, Fl. 32266