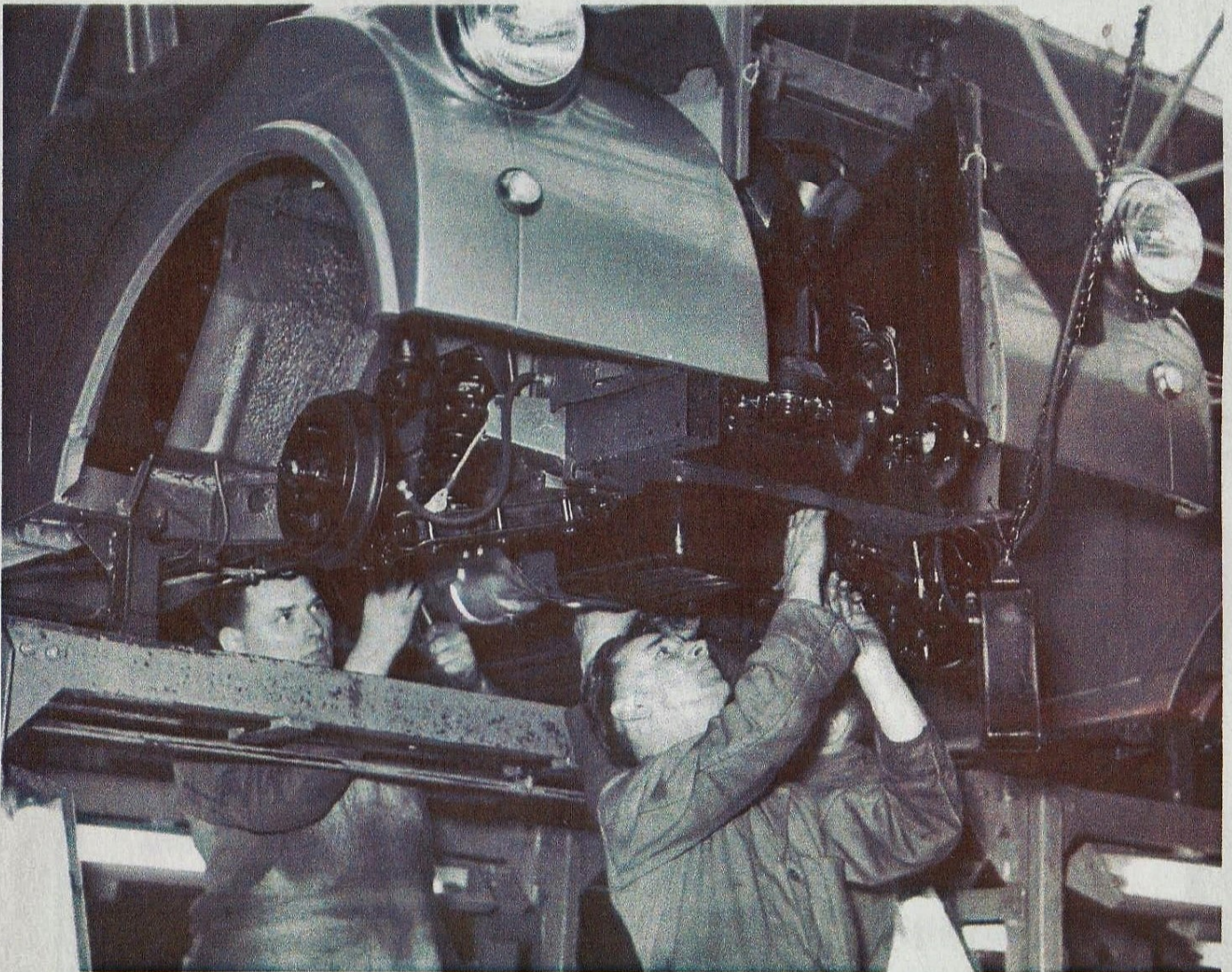


Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2005 No. 115



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Norman Ward - Tel: 01773 830035

CO-OPTED MEMBERS Forbes Alexander; Paul Norton; Malcolm
Barnsley; Norman Ward; and Maurice Wilkes

*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: One of the pictures acquired by the club at Stoneleigh showing the assembly line at Canley. On the back is a photograph of the British Railways Class B1 4-6-0 locomotive No. 61379 "Mayflower" taken in 1959

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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Editorial

Progression is a bit slow

WELL I HOPE the worst part of the winter is now over and we can look forward to some warmer, drier weather to enable us to drive out in our prized possessions.

This past quarter has been disastrous for "Letters to the Editor" with a big zero, until I received Roger Curtis' letter. Luckily I had one or two e-mails to help fill in the space.

I have had many praises for the new format of the magazine but this is totally irrelevant if there is no content!! Many members have informed me that they are in the process of writing articles for

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inclusion in *Flower Power* but nothing turns up!!

Would you all please make an effort to finish your projects and get them sent in for the next issue. I would love to have an overflow basket!

My engine replacement is progressing rather slowly. The engine came out quick enough but after that the enthusiasm seemed to decline. The cold, snowy weather did nothing to give me any encouragement. However, I did discover the reason for the low performance — a burnt out exhaust valve.

Last week the cylinder head arrived back from the local engineer after skimming so I am now back in gear and rebuilding the various components ready for installing back into the car.

I have included in this issue a page from the Spare Parts Price List. As long as there is sufficient space in future issues we will publish more pages. This will members a more up-to-date situation of spares availability.

The last copy dates for the next three issues of *Flower Power* are: June 6 2005 — Issue 116; September 6 2005 — Issue 117; December 7 2005 — Issue 118. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

NOW THE nights are drawing out and with spring just around the corner, our thoughts and efforts are directed to ensure our "Flower" will perform with reliability during the coming summer months.

Some of us will probably have braved a cold winter garage, particularly if major work has been performed. In any event we all have much to look forward to, particularly the annual rally in the glorious grounds of Charlcote Manor in Warwickshire.

This is a very central location and once again I look forward to a good attendance.

During these winter months an excellent event took place in Bristol, a

WANTED

Contributions for *Flower Power*

No. 116

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

WANTED

FLOWER POWER EDITOR

Must speak and write
English. Expected to work
long hours with ample
payment of bread and water

Interested?

Then apply immediately to:
Peter Benfield, Chairman

description of which appears elsewhere in the magazine.

The International Triumph Show in February at the NAC, Stonleigh, enabled us once again to join with the Triumph Roadster and pre-1940 Triumph Club in setting up an attractive stand with one car from each Club.

Our thanks once again must go to Jim Poole for exhibiting his Mayflower, to Howard and Eddie for their efforts which made the day such a success.

Although the autojumble was extensive, very little Mayflower material surfaces these days but a most pleasant surprise was the purchase from a member of the public of six wonderful photos of the Mayflower production line, which originated from a motor museum in Holland.

These will be on display at the rally and are sure to create interest. They show apprentices all wearing ties, assembling rear axles and engines and gearboxes being lowered into a line of Mayflowers.

I have met several new members over the winter months, all with cars under restoration and I am hoping they will make their presence felt at various gatherings during the summer.

Mayflower interest does seem to be on the increase and with certain refinements taking place to *Flower Power* I feel the club has good grounds to look to an optimistic future.

Northern Rally

Clotherholme Farm, Ripon, is the venue for this year's Northern Rally to be held on Sunday July 10.

The proceeds will go to the Yorkshire Air Ambulance and the Yorkshire Cancer Research.

We have booked enough space for 10 Mayflowers, so please make a special effort to be there.

The rally is presented by Ripon Old Cars, 11th Classic Car Gathering plus family fun day and Autojumble.

WANTED

SECONDHAND SPARES SECRETARY

To take over from Peter Benfield
Ideally have storage facilities for spares stock

Please reply to:
The Chairman

SPECIAL PLANNING MEETING

NOVEMBER 11 2005

at Alumwell Junior School

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and now available the **Heater**, £10 each

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Available from the Spares Secretary (all plus postage)

International Triumph Show

by **Ed Copson**

ONCE AGAIN visitors to the show had a grand day rummaging through Triumph bits and bobs with one or two of our members finding those sought after spares that included a quarter light window rubber and chrome headlight rims to name but two items.

Thanks once again to Jim Poole for exhibiting his car alongside a Roadster, a Renown and a Dolomite with all of whom we shared an excellent stand.

My thanks must go to Bob Fitsall for doing the major part of organising the stand for our clubs and not forgetting our members for manning the stand and talking to the many visitors and answering their varied questions.



Jim Poole's Mayflower

Once again Joan supplied us all with lashings of tea and coffee and some tasty sandwiches and cakes. Lots of visitors benefitted from her generosity and pleasantness, many thanks to Joan.

Article written by Bob Fitsall for the Roadster Club

HARD ON THE heels of our very successful display at Bristol the Early Triumph Clubs (The Etc's) were again on show at Stoneleigh.

We had again secured a large stand space and were able to display a car from each of the four clubs in this informal association, which includes The Pre-1940 Triumph Owners' Club, The Triumph Mayflower Club, The Triumph Razor Edge Owners' Club and The Triumph Roadster Club.

Around the periphery of the stand we had (in alphabetical club order to ensure political correctness) Brian Bromwich's superb 1939 Dolomite Roadster, complete with dickey seats and waterfall radiator surround; Jim Poole's immaculate Mayflower; Mike Sampson's very impressive Razor Edge Saloon; and Robert Leacroft's 1800 Roadster (as seen in the best classic car magazines).

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Nice on-the-road example
Don't mind a little work

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01332 883593 or
07980 105313
with details (maybe photo)



Mike Sampson's Razoredge Saloon

Our area this time was an island stand, surrounded by aisles, so we had no wall to anchor our display boards, which this time we erected in the centre of the area.

Fortunately Howard Pryor, of TMC, had arrived in his working van and quickly fabricated a diagonal brace to keep everything upright.

Within the now quite safe area screened by the display boards, Joan Sewell set up her traditional refreshments facility, our generous space allocation giving her on this occasion the luxury of separate tables for the coffee bar and for the snacks.

Busy day

The show was, in general, very busy, with the aisles and the stands of clubs and spares traders, crowded as soon as the public was admitted.

More particularly, our stand was very busy all day, with visiting members and interested public. The unusual Dolomite Roadster was a potent crowd gatherer, especially to the many who had never seen one before, but our other three cars

were not far behind and, with their owners, all three were besieged for most of the day.

A total of 33 members of our clubs signed the visitors' book. They plied the owners of the display cars with questions or compliments, or both, and they plied the stand personnel with requests for advice on which traders to go to for the parts they were seeking.

In turn, the visitors (not to mention the stand personnel) were plied with refreshments by the ever-busy Joan.

For the club personnel, the day was hard (especially on the feet) but very rewarding, rendering a valuable service to visiting members and keeping the clubs and the cars firmly in the public's perception. We intend to be at Stoneleigh again for the Restoration Show on October 30. Why not join us?

Last, but not least, thanks to all those who helped in the organisation and running of the stand. That includes the car owners already mentioned, together with TMC's Howard Pryor and Eddie Copson, TROC's Chris Hewitt and, from TRC, Bob Wyatt and especially Doug Sewell (for kindly bringing Joan).



Robert Leacroft's 1800 Roadster

Letters

... and E-mails

New Member

Dear John

Following on from Chrish Naish's letter "Sad departing" in the Autumn issue, as the proud new owner of his 1952 Triumph Mayflower, registration number CSN 107.

I am pleased to report that we have already represented the TMC at three shows. Our first opportunity was at the 1100 Club's AGM at Rufford Country Park in the Midlands.

This just happened to be very close to my daughter's wedding reception and we were invited as guests of my uncle.

The next appearance was at the Tedburn St Mary, Centenary Show over the weekend September 4/5. This was a

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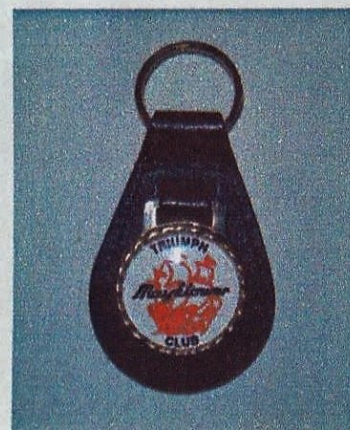
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local village show near to our holiday home in Devon and we were encouraged by the other residents to enter our Mayflower.

In preparation for this I drove "Bertie" (as my grandson has named it) down from Andover to Devon and was surprised and encouraged at how well the car did on a 120 mile non-stop journey.

This year our two week summer "holiday" consisted of touching-up, cleaning and polishing Bertie and the occasional drive around Dartmoor to show it off.

The weekend of the show finally arrived and we took our place alongside an assortment of 30 vehicles from a 1934 Austin to an Austin Healey 3000.

At the end of the afternoon we did a circuit of the arena and to my delight we

were announced as the favourite of the show.

Our latest day out with Bertie was the Surrey Classic Vehicle Gathering held at the Rural Life Centre, Tilford, along with over 350 other cars.

Our Mayflower, a Renown and a Roadster represented the early Triumphs, along with many Stags, Heralds and a host of other later Triumphs.

It's fair to say that we are now well and truly hooked members of the TMC and wonder how long it will be before we join the ranks of those members with two Mayflowers!

*Regards, Keith and Jo Pegram (1986)
Andover, Hampshire*



CSN 107 — now being cared for by Keith and Jo Pegram



Mike's car — next step paintwork

Mayflower saved from the crusher

Dear John

Please find attached three pictures of my Mayflower, it's now passed its MoT. This is the car that should have been crushed, she was so rotten, she was the one bought from a scrapyards with no identity (DVLA have issued her with 243 UXE), and a siezed engine, rotten tyres, etc, etc.

Eventually I finished all the welding, replaced all the brakes, fitted a Herald 12/50 engine and floor change box with hydraulic clutch, Austin Allegro electric fan operated by a Ford Fiesta thermostat housing with the fan control switch fitted, also an alternator has been fitted along with a Ford Fiesta windscreen washer bottle with built in pump, and a rear screen heater.

The next job is to get the home made propshaft balanced as there is vibration at over 30 mph. Then to get her painted

and some new hubcaps to go with her new 155/15 radial tyres.

Hopefully see you at a rally someday.

Mike Evans (942)

Powderham Castle Rally

Hi Folks

Update on Powderham Castle Rally in Devon on July 9/10, entry is £4.00 per car. For this you get outstanding views, a two-day event very well organised, auto jumble, camping at £7.50 for the whole weekend (Friday to Sunday). A free programme and a brass plaque!!!

Plus I supply my caravan as a base for everyone to use, i.e unlimited tea and coffee, plus a barbeque almost all weekend including the odd beer.

So folks prove me wrong, I can't be the only bloke in Devon with a A135 Princess, DS420 Daimler, Triumph Renown and Mayflower, Jaguar XJ40, Alfa GTV.

If you want to come, call me by May 1, you won't regret it, I promise.

A few years ago we used this rally for the main annual rally for the Austin Counties Car Club and had over 70 Counties cars. There is also steam at the rally plus a beer tent open all weekend, plus magnificent views over the Exe Estuary, with trains running past.

*Cheers, Mike Evans (492)
Austins Lodge, 42 Woodville Road
St Tomas, Exeter EX2 8JW
Tel: 01392 204278*

*E-mail:
evans@premierwedding.freeserve.co.uk*

Mug identity!!

Dear John,

Below is a photo of a mug our member Jim Poole purchased on E-Bay. He would love to know whose car is the one pictured. Answer to the Editor please someone must know.

Eddie Copson (926)



Chinnor & Princes Risborough Railway

Dear Sir

I am writing to invite your members to attend the forthcoming Vintage and Classic Vehicle Weekend of August 27-29 at the Chinnor and Princes Risborough Railway in Oxfordshire.

The event will be staged at the railway station in Chinnor, close to Junction 6 of the M40. Would interested members please book in early.

*Andrew Fowler, Event Organiser
Tel: 01772 740245
E-mail: andrew.fowler@capita.co.uk*

Bristol Classic Car Show

Dear John

Much to my surprise I had a phone call from Eddie Copson, our Rally Secretary, asking if I would represent our club alongside the Razoredge and Roadster Clubs at the Bristol Classic Car Show, naturally I said yes.

So it was out with the polish and plenty of elbow grease to get the car presentable and then off to Bristol.

Also on the display stand were Ivan Down's TD 1800 which is the oldest known survivor and John Hares' extremely nice Roadster.

On arrival at the show I was greeted by Bob Reeve of the Roadster Club and organiser of the stand, who made me feel very welcome. The three cars were put in



An overall picture of the display stand at Bristol

position ready for the weekend and looking very grand.

A lot of interest was shown in the Mayflower, so plenty of Flower natter! New member Keith Pegram introduced himself on Saturday and we had quite a chat exchanging bits of information and how we became owners.

Howard Pryor, our vice chairman, spent Sunday with us and we had plenty to of things to discuss.

There were a few past and present members who popped in and two separate gentlemen who recognised my car from when it was new in 1953. They passed on some interesting background information about the car.

This was certainly a great weekend with Bob and his team being so friendly and helpful. I felt really proud to show my car at a show of this size that was so well organised.

Best regards Roger Curtis (843)
38 Chichester Road, Street
Somerset BA16 0QX

Technical Tips . . .

Flowerman

Place one or two layers of sound deadening felt cut to shape under the rear seat this will provide a much quieter ride an even greater effect if felt is also placed under the rubber boot liner.

New MoT system

THE WAY you MoT your Mayflower is about to change under a tough new system to counteract fake test certificates produced by fraudsters.

NATIONAL RALLY SUNDAY JUNE 26th

A new computer system will enable test stations to obtain more up-to-date information and it will also allow the test standards to be monitored more closely.

The system will be phased in during the year and changes will be ongoing.

A total of 18,500 test stations will be affected and the information will be used to generate all vehicle information and test results into a central database.

The government body responsible for the test say that the software is still being developed but the system should start later this year with some pilot schemes already in operation.

Drivers should not notice any difference when they take their cars for a MoT, said a spokesman, except that the test certificate will look different.

The new system will enable owners to check a vehicle's MoT status and its test history by telephone or on the internet.

Rally report

by Ed Copson

AS ANNOUNCED in the last *Flower Power*, the date and venue of the 2005 TRC and TMC Annual Rally will be Sunday June 26 at Charlecote Park, Warwickshire.

Charlecote Park is a lovely old Tudor manor house and estate, managed by the National Trust. The rally will be held along the entrance driveway so that there will be two lines of classic cars with the house as a backdrop.

The venue is easy to find, being off the A429 Road, about three miles south from Junction 15 of the M40 motorway.

Entrance cost on the day will be classic car and driver free, passengers £5.60. National Trust members will of course get in free.

Only exhibiting classic cars may enter and remain on the premises, other cars may enter to drop off heavy goods but during the rally **all other cars** must



Charlecote Park, a National Trust property

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park in the NT car park a few yards away, on the other side of the road opposite the manor gates.

Anyone who wishes to sell spares should therefore come equipped with a table or similar upon which they can exhibit their wares.

As this is a NT site, it is regretted that no dogs are allowed into the manor grounds, which includes our rally area.

Dinner

We have organised a dinner at the Warwick Hilton Hotel, situated at Junction 15 of the M40, on the evening of Saturday June 25 at 8.00 pm. The cost of the dinner will be £26.60 per person.

The menu is: Starter: (a) Fanned Galia Melon served with soft berries and raspberry sorbet; and (b) Country Style Vegetable Broth.

Choice of main course: (c) Paupiette of Turkey filled with apple and sage

1951 MAYFLOWER

Restoration project

Completely stripped. Most of the welding done
Lots of spares

**Offers please to Peter
01427 848697**

stuffing served on a bed of rosti potatoes; or (d) Roast Sirloin of Beef served traditionally with Yorkshire pudding, rich red wine gravy and baby roast potatoes; or (e) Stuffed Pepper with stirred fried rice finished with hoi sin and ginger sauce (Vegetarian choice).

Dessert: (f) Lemon and Lime Cheesecake finished with double cream; and (g) Coffee and Mints.

Bookings for the dinner should be made now if you can, or in any case as soon as possible, to Eddie Copson with cheques for the appropriate amount at £26.60 per person, made out to the "Triumph Mayflower Club".

Please let me know on the booking form which choice of main course you would prefer, ie, code letter c, d or e.

To help with the table plan, please indicate if there is any other person or party you would like to be seated with.

Because of the notice we have to give to the hotel, the cut off date for dinner bookings will be May 8 and cheques must certainly reach me before that date. However, don't leave it until then to book, please do it now if you can because we need to calculate the number of people attending the dinner.

Please note that we do not have the ability to accept dinner bookings at the Hilton any later than May 8.

Accommodation

If you want accommodation at the Hilton Hotel, they have reserved 25 rooms and bookings have to be made direct to them on telephone 01926 499555, or fax: 01926 410020, mentioning the "Early Triumph Clubs".

The bookings have to be made before that same date, May 8. The cost of a double room for two people will be £108 for bed and breakfast; £54 for single occupancy. The car park is patrolled and has CCTV.

There is a Holiday Inn Express Hotel next to the Hilton, where accommodation may be slightly cheaper. Meals for their guests are available at the Porridge Pot Restaurant next to that hotel. The telephone number for the Holiday Inn is 01926 483000, fax: 01926 483033. (NB — The car park is also open to patrons visiting the restaurant.)

It all promises to be a very good weekend and we hope as many people as possible will attend the Annual Rally and the dinner the evening beforehand.

Booking Form

Included in *Flower Power* is a booking form for the TRC/TMC Pre-Rally Dinner at the Warwick Hilton Hotel, on Saturday, June 25 at 8.00pm.

Please make your dinner main course choice from the list shown on the facing page and tick the box in the grid below for the code letter of the main course chosen by each diner. Any additional diners and their choices should be shown on an additional sheet of paper please. All diners will be served courses A, B, F and G.

When completed, the form should be cut out, photocopied or the text written into a note and, together with a cheque for £26.60 per person made out to the "Triumph Mayflower Club", mailed as soon as possible to: Mr H. Pryor, 12 Park Road, High Barnet, Herts EN5 5SQ.

Closing date for cheques to be accepted is 8th May 2005.

Numbers are limited so please book early to avoid disappointment.

Pre-Rally Dinner Booking Form

I/we would like to attend the TRC/TMC Pre Rally Dinner on Saturday 25th June 2005 at 8.00pm at the Warwick Hilton Hotel. My/our choices for the main course are:

<i>Name of Diner</i>	<i>Circle meal choice</i>
.....	C, D, or E
.....	C, D, or E
.....	C, D, or E
.....	C, D, or E

Please find attached my cheque, made out to the "Triumph Mayflower Club" for £.....

Contact telephone number please:

If possible I/we would like to be seated with:

Please return, not later than May 8, to:

**Mr H. Pryor, 12 Park Road
High Barnet, Herts EN5 5SQ**

Places of interest close to Charlecote Park

by Ed Copson

I AM SURE some members will arrive for the rally a day or so prior to the Sunday. If so, I thought the following information on places to visit may be of interest.

Saturday morning, take a trip to Wellesbourne Market just two miles from Charlecote Park and the Hilton Hotel on the A429. This free to enter large open market with plenty of parking, it starts from early morning until late afternoon and is extremely popular, selling everything from socks to statues with plenty of eating places.

There is a private airfield next to the market that will have had their own rally the previous week to ours (June 19) to raise money for the restoration of their Vulcan bomber.

Feel like a touch of history? Well five minutes from the Hilton hotel J15 M40 you will find Warwick Castle, one of the finest castles in the country, a tad expensive at around £12.00 each, or £10.00 each for us 'wrinkleys'.

For this the views are magnificent and there is always entertainment of some sort, from jousting to archery, added to exhibitions depicting the Kingmaker, the torture chamber, watermill and also picnic areas.

The ancient town of Warwick was founded in 914 by the daughter of Alfred the Great. Most of the town was

destroyed by fire in 1694 but despite this a handful of ancient buildings survive. Well worth a visit.

Stratford upon Avon is just five miles from Charlecote Park. No description is needed of this major tourist attraction from me except to remind you, that you can visit his grave in the local church or the home of his wife (Ann Hathaway), or his birthplace.

What else did I hear you say? Well try Gaydon Motor Museum, it has a comprehensive display of cars of all years where you can take in the history of Britain's motoring and social history from 1896 to the present day. There is a nice Mayflower on show there donated by ex member Mike Handley.

Coventry the home of the Standard Motor Car is a little further away about 16 miles. Alas in my view not a prettiest of cities due to the Luftwaffe destroying most of it.

What is worth seeing is Coventry Cathedral designed by Sir Basil Spence also the ruins of Coventry's medieval cathedral. Now open to the elements, it serves as a poignant reminder of the devastation caused by the blitz. Walls and a magnificent tower are all that remain after the inferno of November 14, 1940.

Coventry also has an excellent free motor museum.

Just a little about Charlecote Park itself for Sunday. Charlecote is a National Trust property and has been the home of the Lucy family for 700 years.

The gardens were landscaped by Capability Brown and are now a working farm.

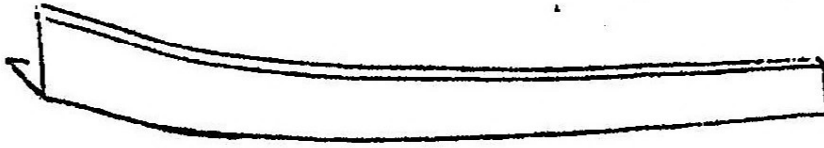
Charlecote has strong associations with Queen Elizabeth I and Shakespeare who knew this house well as the Bard was allegedly caught poaching on the land.

FLOWER POWER

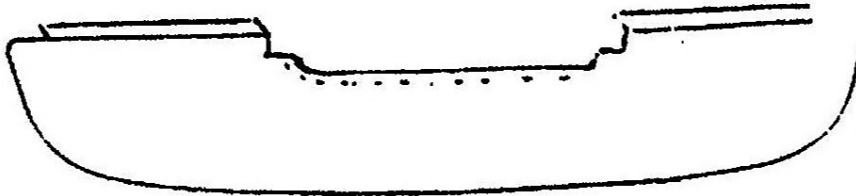
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
FRONT SUSPENSION & STEERING				
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Rubber Bush, wishbone.	16	102228		1.20
Grease Seal, outer shackle pin, lower wishbone	8	101540		0.80
Thrust Washer, trunnion	8	101533		1.20
Lock Washer, trunnion	4	101591		1.20
Grease Seal, hub, felt.	2	100867	Payen KG166	2.30
Front Hub Assembly.	2	102696		37.00
Shock Absorber	2	106151	Armstrong 62-2080	23.00
Oil Seal, idler arm.	1	58615		1.70
Steering Drop Arm	1	200649		19.00
Trunnion and Link Oil Seal.	2	58224		2.30
Wheel Nut.	8	100870		2.20
Wheel Stud.	8	100869		5.40
Brake Drum	2	200191		29.00
Shock Absorber Eye Bush.	4	102987		2.50
Steering Box Retaining Disc	1	500274		0.50
Front Hub Bearing Kit, inner & Outer plus seal . .	2		TMC158	16.00
Inner Fulcrum Assembly	2	100689		7.00
Tie Rod Lever, righthand	1	200131		17.00
Tie Rod Lever, lefthand.	1	200132		17.00
Tab Washer, tie rod.	2	100548		0.30
Tab Washer, inner fulcrum assembly.	8	100686		—
Shock Absorber Bracket, rear portion	2	101950		3.20
Hub Assembly	2	109975		32.00
Lower Wishbone.	2	200456		24.00
Lower Spring Pan Assembly	2	200193		34.00
Bracket, lower wishbone	4	100684		5.00
'D' Washer, front hub	2	102690		1.30
Steering Box Plug.	1	500280		0.80
Steering Unit Ball Cup	1	500289		—
Stub Axle	2	100866		24.00
Steel Bush, lower wishbone.	4	110695		3.50
Nut Plate Assembly, lower wishbone.	8	100688		4.80
Top Wishbone Assembly, front RH/rear LH	2	100695		24.00
Top Wishbone Assembly, front LH/rear RH	2	100696		24.00
Tab Washer, for drop arm, steering unit.	1	100821		0.30
Tab Washer.	2	101229		—
Bottom Trunnion Stop Lock	2	101407		0.30
Lower Fulcrum Pin	2	101952		4.50
Fulcrum Pin Assembly	2	101953		8.20
Bronze Bush, trunnion	4	101615		—
Hub Grease Cover	2	102689		4.00
Set Screw	4	V5435		0.50
Front Suspension Repair Kit	2			45.00

Classic Car Sills

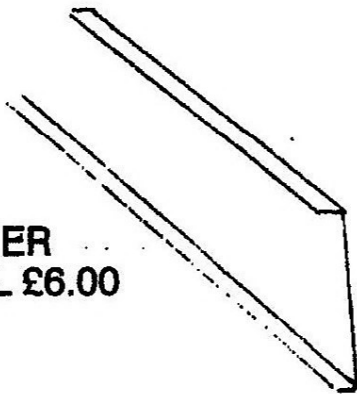
Parts for the Triumph Mayflower



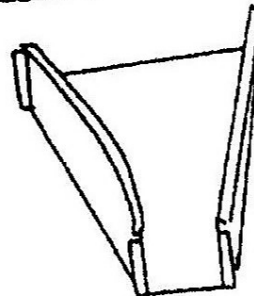
SILL £20.00



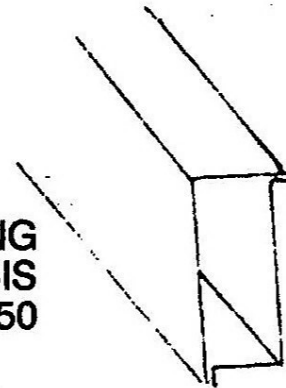
FRONT
APRON £45.00



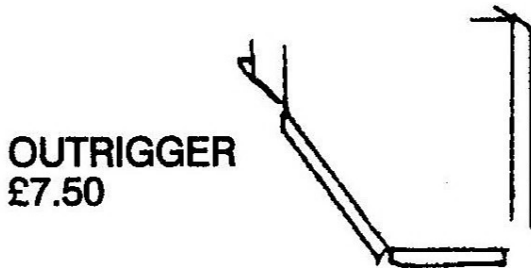
INNER
SILL £6.00



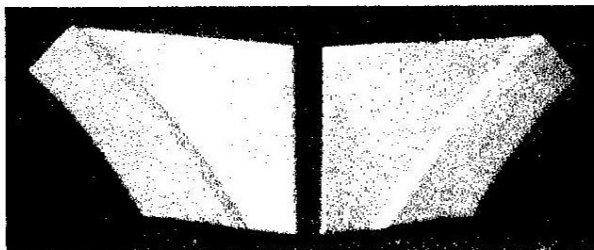
OUTRIGGER
£7.50



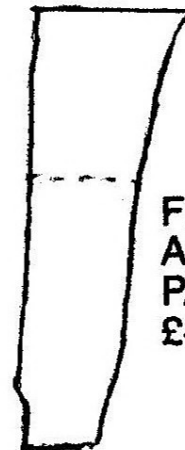
REAR SPRING
CHASSIS
£7.50



OUTRIGGER
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

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