

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2008 No. 125



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2008-2009

CHAIRMAN	Vacant
VICE CHAIRMAN	Howard Pryor, 12 Park Road, High Barnet, Herts EN5 5SQ - Tel: 020-8440 8623 E-mail: howard.pryor@tiscali.co.uk
GENERAL AND MEMBERSHIP SECRETARY	John Oaker, 19 Broadway North, Walsall, West Midlands WS1 2QG - Tel: (01922) 633042 E-mail: johnchoaker@btinternet.com
NEW SPARES SECRETARY	John Gogay, Cherry Hinton, Orchard Way, Wilmington, Kent DA2 7ER - Tel: (01322) 221493 E-mail: jgogay@aol.com
TREASURER/ EDITOR	Phil Benson, 4 Dunlin Close, Redhill, Surrey RH1 5HJ - Tel: (01737) 772202 E-mail: philip@benson8369.freemove.co.uk
RALLY SECRETARY	Eddie Copson, Richmond, Birmingham Rd, Bacons End, Birmingham B37 6RB - Tel: 0121-603 8452 E-mail: ed.copson@blueyonder.co.uk
SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
REGALIA SECRETARY & SECONDHAND SPARES	Fred Newman, Pippbrook, Pope House Lane, Ashford Rd, St Michaels, Tenterden, Kent TN30 6SS Tel: 01580 765951
CLUB HISTORIAN	Steve Coulman, 23 Park St, Messingham, N. Lincs DN17 3RU - Tel: (01724) 762061 E-mail: mayflowerhistorian@nicouls.globalnet.co.uk
TECHNICAL OFFICERS	Malcolm Barnsley - Tel: 01732 849140 Eddie Copson - Tel: 0121-603 8452 Norman Ward - Tel: 01773 830035
CO-OPTED MEMBERS	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*

CONTENTS

EDITORIAL	Page 2
INSURANCE - Do we need it or not?	Pages 3 and 10
LETTERS	Pages 4, 5, 6, 7 and 10
ART DECO WEEKEND	Pages 8 - 9
RALLY REPORT	Pages 10 - 11
COVENTRY TRANSPORT MUSEUM	Page 2

Cover: Wim Goffin's Mayflower on stage in Holland. This car was previously owned by John Gogay. More pictures and story on page 4

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.

1954 TRIUMPH MAYFLOWER

Bodywork good but will need some repairs and repainting

The rest of the car is in bits (hundreds of them)

All kept dry in a garage for the last 20 years

Owner does not have the skills to restore it and asks if any member is interested in having it?

Collection from Wickford, Essex

He would like the car to be restored or failing that, the parts used for restoration He can take it to the scrap yard himself but that would be such a pity

If anyone would like to collect it then contact:

Trevor Faulkner on

01268 732598

or by email on tj.faulkner@btopenworld.com

It will be given free to a genuine restorer

Editorial

IT SNOWED yesterday to herald in the start of the new tax year here in the UK. My son welcomed it with much acclaim and leapt up and down like a little spiffire until I went out and built him a snowman.

No wonder he was excited - its the first time it has snowed properly here since the turn of the century in 2000. With global warming on the way the next time will probably not be until 2500.

It melted fast overnight and all we had left in the morning was a tiny miniature mountain leftover from the base of our snowman - a small dolomite or atlas mountain perhaps.

Anyway, once the snow had gone we had a nice sunny day, hopefully the vanguard of a lovely summer for rallying. It was a bit too windy for flying a kite but we did manage to fly a few flags from the club's flagpole to celebrate the end of the winter.

We flew the royal ensign, the local yacht club pennant and the red duster. As the evening drew on we had a few drinks too many, two, three, four, five, six, seven, super seven - that's probably where I lost count; eight, nine, 10 on and on we drank - I don't know, maybe we had 250 too many between us!

Whatever it was we staggered up to bed at the end of the day. Next morning I woke with a glorious hangover. Turned out to be a bad one really for a drinker of my renown!

I must confess, I started this article trying to write about Triumph (and maybe Standard) cars but all I've done so far is get in a right vitesse (cockney rhyming slang for a mess). At least my drinks were fairly light, well I should say not too heavy.

So my companions, do not judge me too hard, let's hope when the courier brings this edition of *Flower Power* to your saloon door, wherever you are (GB, Toledo, Ohio or down in the Southern hemisphere under the Southern Cross, or maybe in some other Continental place) you can all read between the lines and see through my little April Fool jokes.

Sorry I'm still writing this on day 15 of April, it was not ready for April the first, the 20th or even the Super 9th, but it is as close as I can get to April Fool's day.

Well folks, that's about the end of the roadster

PUSH-BUTTON DOOR HANDLES

Part No. 700520 - £30.00

Available from the Spares Secretary

Well folks, that's about the end of the roadster for my ramblings. Hope you enjoy this limousined edition of the magazine. Have a great season, repairing, maintaining, showing, rallying or whatever you do with your Mayflower in 2008. Yup, that's it 4 now!

Tailpiece

How many Standard Triumph cars did you spot in the editorial - How about a MINIMUM of an Austin A40 - maybe? But that's another story. Pleeese let me know of any others out there that I missed out. Thanks.

Coventry Transport Museum

THE MUSEUM is delighted to announce a record number of visitors during 2007/8. A total of 333,582 people visited Coventry's premier visitor destination.

Gary Hall, Chief Executive of the museum said: "Last year we had 300,000 visitors so we're absolutely thrilled to have improved so much. We are constantly changing and there is always something new to see, so it's no wonder people just keep on coming back."

"We have an exciting programme of events and temporary exhibitions planned for the rest of this year and into 2009 so we're confident that numbers will continue to increase."

The museum displays the largest collection of British road transport in the world and is one of a few select museums that have been 'designated' as collections of national importance. The museum is open every day of the week 10.00 am to 5.00 pm (closed 24th, 25th and 26th December and 1st January). Admission is free. Public enquiries: 024 7623 4270, enquiries@transport-museum.com.

Insurance, do we need it or not?

by Phil Benson

A LOT OF work is done by the members of the committee in order to keep the club functioning legally, safely and efficiently. For instance, we have recently had a very interesting debate about what insurance the club could and should take out to cover the officers, the members of the club and the general public who may come into contact with us at our rallies, meetings, club stands or elsewhere.

There are several classes of insurance that need to be considered by an organisation such as our club.

Public Liability cover

This would cover the club if we were to be involved with an accident to any member of the general public that might be considered to be our liability - for example someone tripping over any club equipment left lying about and breaking a leg. The general view was that we should be covered for this.

Employee Liability cover

Whilst we clearly have no employees working for us, it turns out that if we do anything as volunteers we are deemed to be acting as agents or employees of the club. If we want to be covered whilst volunteering, then we need this extension to the public liability cover above.

Product liability cover

If we sell anything to members - regalia, spares, etc and were to be litigated against on the grounds that the item was defective and had caused an accident or damage then the officers and even the members might be considered to be the responsible person and might have damages awarded against them. The only safe way to avoid such damages would be to insure against them.

The benefits of taking some such insurance cover seem obvious.

However, the costs of taking them, annually, for a small club such as ours are very significant. Even taking out insurance the cheapest way,

via the FBHVC scheme (the Federation of British Historic Vehicle Clubs - of which our club is an affiliated member) breaks down as follows:

Public Liability Cover is £150 per annum approximately; Employee Liability Cover £50; Product Liability - worldwide excluding North America and Canada £260. With an extension to cover North America and Canada a whopping further £1,000 per annum.

To take all this cover would cost over £1500 equal to more than £10 per member, which would mean the subscriptions would have to increase by that amount.

There's the rub. Up until now the club has simply not insured against anything. However, in this age of more and more litigations, can we carry on like this?

The debate has been ongoing since last November's committee meeting, it took more focus at the AGM in March and has seen many e-mails flying around, telephone calls being made and various suggestions being floated. We now appear to be heading for an agreed view from the committee with only a small voice against.

We believe that we should take out both Public liability cover and employee cover. This will cost about £200 and be a cost just below £2 to each member. The club currently has strong reserves so there should be no need for an increase in subscriptions to cover this.

Product liability is the bigger problem and raises the most issues and questions.

We believe that we may be able to protect ourselves as officers and members with respect to product liability by asking members to sign and return some form of disclaimer form and we are investigating further.

Another option would be to take out the FBHVC insurance cover for product liability world-wide but not extend such cover to North America or Canada. Perhaps we could protect ourselves if we were to get those North American members to sign disclaimers before

continued on page 10

*Letters
... and E-mails*

Makepeace goes to the theatre

Dear John,

I am glad to send you these photos, showing clearly how healthy 'Makepeace' looks nowadays!!! The pictures were taken at the press announcement of this singing group 'De Bakelietjes' in an Antwerp club called 'Gaarkeuken 110'. Makepeace is going to make a career in showbizland!??!

When everything is going as planned she will be on stage in the famous Antwerp theatre, Arenbergshouwborg, where this vocal band will perform its first show on February 7.

Needless to say how proud I am and surely you are as well, aren't you??? I will keep you and the Mayflower Club closely informed!

Take care
Wim Goffin (937)

Mayflower Parts For Sale

Gearbox £50; Rear Axle £50

Front & Rear Springs £40

Full set of Window Glass £50

Tel: 07766 271781 (Yorkshire)

**DON'T FORGET
TO PAY YOUR
ANNUAL MEMBERSHIP
SUBSCRIPTIONS**



Letters and E-mails . . .

More from Chicago

Hello John, Howard, Phil, Peter, and all other club members,

Greetings from Chicago where we are just getting over one of the snowiest winters in many years. Fortunately the Mayflower engine was out and at the machine shop for rebuilding so the weather did not have an effect on that part of the project.

As they took it apart it was a learning experience for them and me, finding what was going on inside the engine. We knew that the block was cracked, no problem, that was welded. The best we can figure the crack was caused by rust buildup in the coolant passages and then overheating.

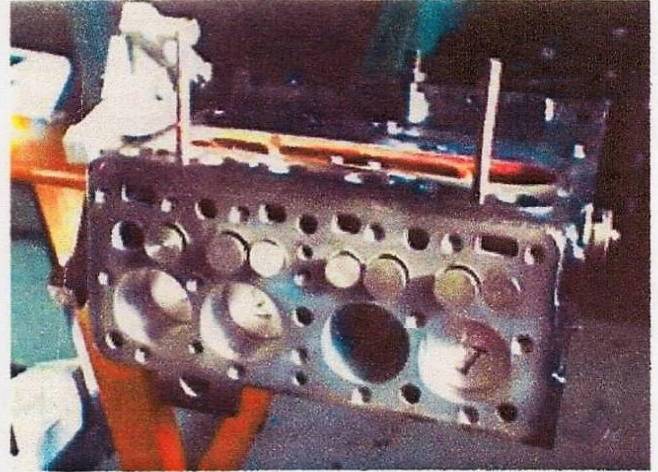


All of the valve guides were worn and needed replacement. One of the valve lifters had been welded by a previous owner so it was replaced. All eight valves were replaced and hardened seats installed for the exhaust valves so no more lead additive is needed.

I knew that there was one scored cylinder wall from a broken circlip for the piston pin but they found another wall scored. All four cylinders were sleeved and then honed to 0.030 oversize and new pistons installed.

The crankshaft was in good condition and just needed polishing and new bearings.

The cylinder head was not flat so it was machined and had heli-coil thread inserts installed in all four spark plug holes. A coolant leak through a porous casting was welded.



When it was time to reassemble it was found that the holes for the head studs were not perpendicular to the block surface. All needed to be re-drilled and heli-coil inserts installed.

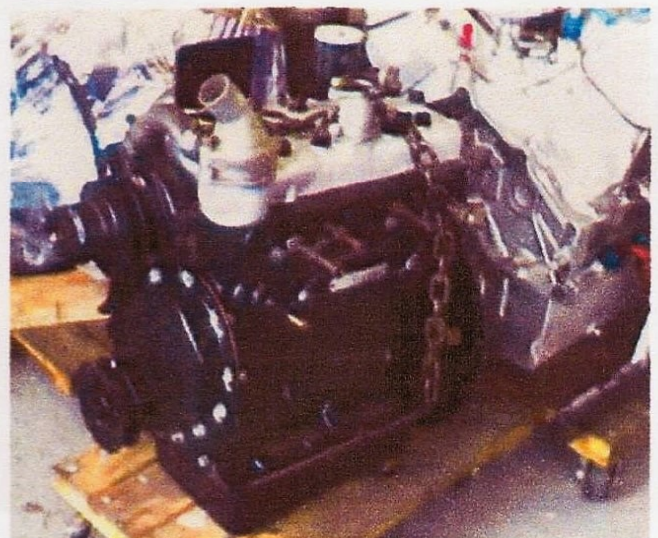
All of the needed parts were supplied by the Spares Secretary in a very timely manor considering the distance involved. Thanks John.

The engine is now back home and has been installed in the car but not all of the accessories connected yet. In the manual it says the installation is the reverse of removal but it takes a lot more time to properly reassemble and fit the parts than it does to remove them.

For those that are interested the Jensen in the background of the photo in the Winter Issue has had its steering rack rebuilt/replaced and just today I got it back on the ground. No fluids in it yet either.

If all goes well both cars should be on the road relatively soon. I will keep the club informed as work progresses.

*Regards to all
Glenn Grossklags (787)*



*Letters
... and E-mails*

Loving new home wanted

Hi,

I have located a Mayflower. It is a 1200T, VIN TT216XX LDL. Someone has removed the top. Could you give me an estimate of the value and would the club be interested in purchasing the Mayflower?

The car is LHD (for US) and is located in North Georgia, USA. I have made several photos and will try to attach a few to this e-mail. The engine does run.

Thanks, Paul Coffey
hickerbuck@yahoo.com

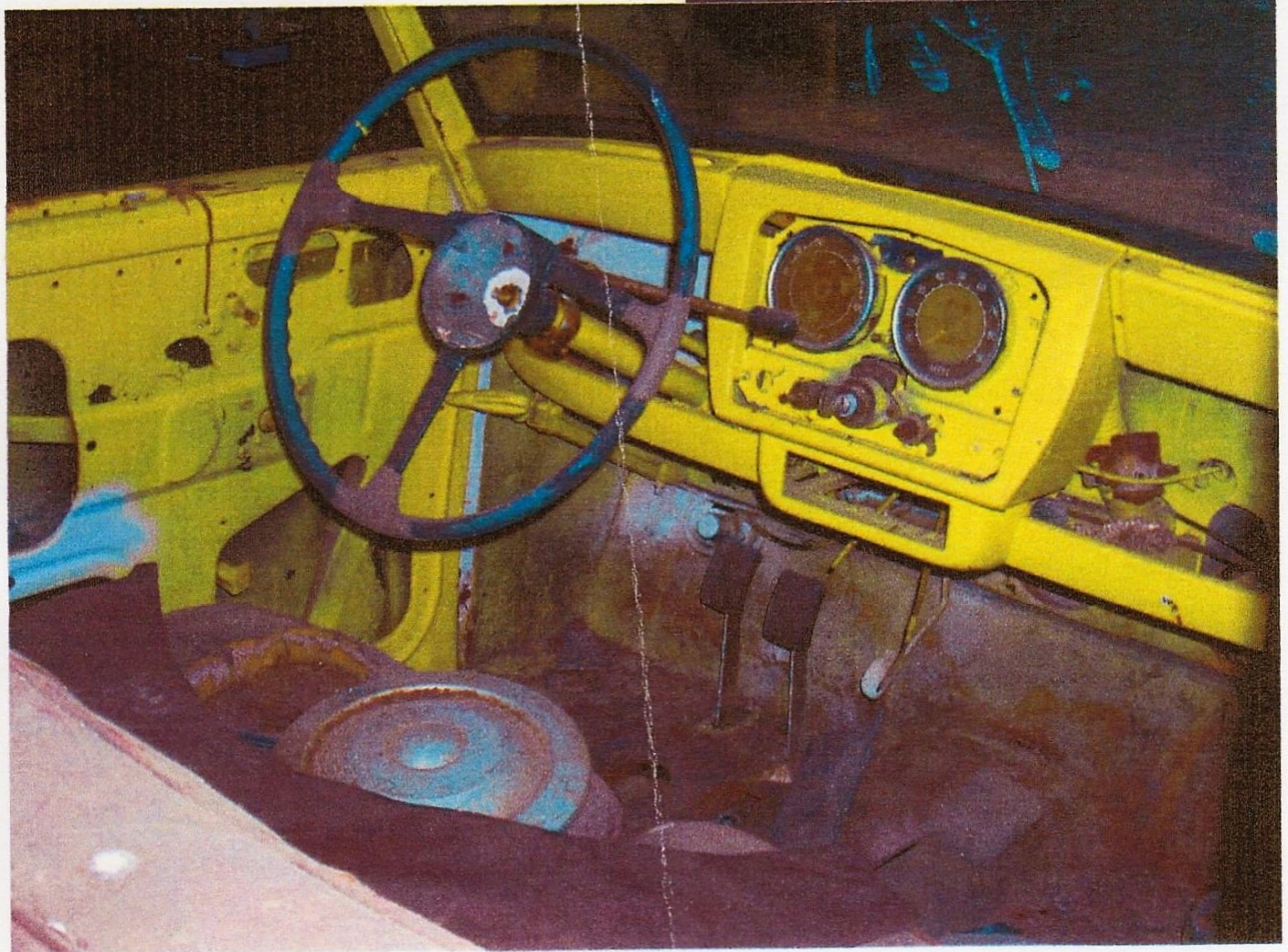
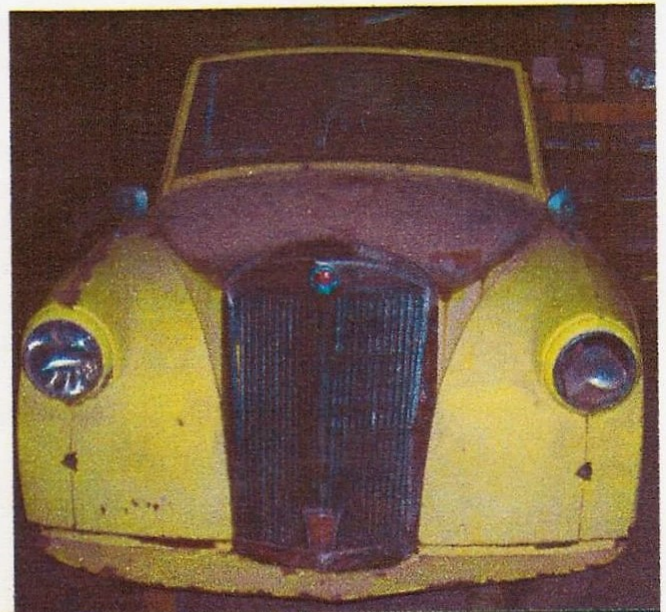
I don't know whether this is still available but it might be worth a contact. Looks like a lot of hard work for someone -- Ed

Where are you?

Hi

I wonder if you have any information on a Triumph Mayflower that used to belong to my wife's father, prior to his death in 1960. Its registration number is WMC 886.

Regards John Mallon
john.mallon@madasafish.com



Letters and E-mails continued

From the Editor

My brother Bill lives in Perth, Western Australia. On a recent trip to Bali in Indonesia he came across a Triumph Mayflower and put the owner in touch with me. I'm hoping to persuade him to join the club. His story so far follows:

Bali Flower

Dear Phil,

Thanks for your e-mail. I have had my 1952 baby for about a year. It has been fully rebuilt Bali style!! It is very cheap in Indonesia to do things to cars.

All the interior was done completely for about £200. They spent nearly three months welding new metal into the body and full repaint for £400.

They stole the generator so we fitted a alternator off a Holden Commodore. That cost £10. The engine which runs well was fully done up, rings and valve grind and bearings cost about £150. I will pull out the engine and gear box my self soon and open it all up and see what they have messed up !!

Last time I was home in Melbourne I got a full gasket set and front engine mounts. I got rings on eBay from the UK for £16. I got some Dunlop radials 185 /S for £110 for four. I have no instrument cluster and no speedo cable. My sender unit in the petrol tank has had sex. My door locks are stuffed . The door hinges I will look at soon to see if they can be re pinned or something. I bought in UK on eBay a beautiful brand new condition original work shop manual and spare parts book. they cost me freight only to Australia £80. I still need a owners manual.

Stolen

They stole my spare wheel. I hate to think how much that would cost to get to Bali! I need a new bendix gear for the starter motor, I think that is common Lucas and can be got easy in Melbourne.

I had three new brake hoses made in Australia for £50. We bought a double flaring tool and made new steel brake lines. I had all six wheel cylinders bored and sleeved, new pistons made plus new rubbers, that cost £42.

A new exhaust system front to back including muffler for £23. I will have to make some hangers for the exhaust. I don't like coat hanger wire holding up my exhaust system. If you clean up after them it works out well. I will send you pictures soon.

This car was imported secondhand to Jakarta in 1960. I think I will need a drivers side outside door handle, we can't fix the locking mechanism. I need two inside window winders and two door handles.

Yours truly, William
rajameat@telkom.net

PS - Just got on eBay in USA, a Shell Lube chart and some original sales stuff.

Rear parcel shelf

Dear Editor,

Your cover picture shows how easy it is for people to destroy something , where as we are trying to restore and preserve. They are doing it under the heading of Motor Sport, but I consider it to be vandalism of the worst sort.

Now on to a more pleasant topic. I wonder whether members can help me once again. The rear valance on top of the boot and joining the roof line under the rear window seems to have a mechanical joint, where the metal is rolled flat together (and not welded?). Is this the case?

Weather has almost destroyed the joint on my Mayflower.

I have disc-cut a 1mm slot at the base of the window and introduced a new formed patch of metal rising up about 10mm from the boot to allow me to spot weld onto existing clean metal.

Is this the best way to proceed?

Best Regards
Michael Davidson

ANNUAL SUBSCRIPTIONS

The annual club membership subscriptions became due on April 1. If you have not paid yet would you please send your cheque (£25) now to John Oaker. Any overseas members wishing to pay in US dollars (\$US52.00) should make it payable to J. Gogay. Your prompt payment will help the club reduce costs.

Art deco weekend in Napier, New Zealand

by John Gogay

AS SOME OF you may have known Joan and I recently went on a 'holiday of a lifetime' to Australia and New Zealand to celebrate our ruby wedding anniversary.

One of the highlights of our trip was a weekend in Napier which is situated on the east coast of the north island of New Zealand.

The town was devastated by an earthquake in 1931 and was later rebuilt in art deco style.

Each year in February they hold an art deco weekend which runs from Friday to Sunday and the whole town comes alive with jazz bands, barber shop singers, sweet Adelines, morris dancers, etc and of course there is a great party atmosphere.

The main attraction for me was the large number of classic cars on display, which had to be no older than 1941; plus a Royal New Zealand Air Force display team; on top of which



everyone dresses up in 1930s style clothing which we also joined in with and had a truly memorable time.

This year a total of 380 cars took place in the parade through the streets of the town. I was amazed at the number of American cars on show, the vast majority of which were righthand drive, as the picture of the superb Packard shows. I can only assume they must have been assembled in Australia or New Zealand in the 1930s.

After the parade the vehicles are parked in various paces throughout the town and the owners are only too pleased for you to look over them and even to sit in them! A really great weekend, I thoroughly recommend it.

FLOWER POWER



Some of the local ladies dressed in 1930s style and Joan and I alongside a old Ford

*Letters and E-mails continued***No clock!**

Dear Phil,

I recently received *Flower Power* 124 (the Zimbabwe postal system is not working very well – got my Christmas cards last week!). I followed up on two items but had no luck with either. The first was the workshop manuals where Geoff Ashton's e-mail address just bounces back and the second was the Mayflower Wall clock which I cannot find on e-Bay at all. Can you assist in any way?

Bill Moore, Zimbabwe

Bad taste?

Dear Editor

Quelle horreur! Am I the only reader to find the cover picture of the Winter Issue deeply disturbing, if not actually inappropriate to a magazine dedicated to preserving a wonderful motor car?

Just imagine the reaction of readers of "Pussy Cats Weekly" or "Fluffy Bunnies Illustrated" were the cover picture to show recently scraped-up road-kill from a country lane. I suggest that the readership of these worthy magazines would melt away as rapidly as weapons of mass destruction in a Bagdad fertiliser factory.

Might I also suggest that for the next issue you depict a pristine Mayflower surrounded by scantily-clad dancing girls, their happy faces and nubile bodies reflected in the gleaming panel-work. Indeed, I am happy to offer my own Mayflower NLX715 for this purpose if you would only send me the aforementioned ladies by return of post.

Chris Thompson (907)

Help . . .

Dear John (Oaker),

In addition to my French Connection message in summer issue 2007 I can tell you that the brakes of my Mayflower TT 29905 are now completely renewed: cylinders; hoses; pipes and master cylinder. What a difference a week makes.

The blue one TT 25439 LDL is now blasted and it is my intention to paint the underside and

wheel passages matt black myself and then put it back on its wheels. This winter I cleaned and painted the front suspension parts. As for the back axle: it was too cold to work outside. I do not like to see my car or parts covered in brown rust powder, so that will be a spring-time affair.

Before painting I have two questions about the colouring: 1) Should the engine bay be matt black also? 2) Do you know the maker and colour code of the greyish blue outside paint? I would be grateful if one of your experts could answer these questions in the next issue of *FlowerPower*.

Yours truly

Edouard Wagenaar (976)

continued from page 3

supplying spares and we are investigating this further.

We do not believe that it is viable option to cover worldwide with the North America and Canada extension. If we did, we would have to charge more for spares sold there. If we did not, would we stop supplying spares to North America and Canada. Should North America and Canada subscriptions go up to cover the £1,000 cost. If so they would need to go up to a massive £60.

Another option would be to form a "limited liability company" in the UK to which we would transfer the spares and then sell spares via this "limited liability company". This company would be a legal entity in its own right and would be legally separate from the officers and members thus protecting them. This is an option taken by some other UK based classic car clubs and we are investigating the pro's and con's of such a scheme very carefully and determining the costs and the administration effort involved.

The intention of this article is to extend the debate to *YOU* the members out there. What do you think we should do? What's most important to you? Access to spares? The cost of your subscription? Protection against claims for damages?

This simple issue calls into question the whole role and purpose of the club. Are we here as a retail business to supply spares to members? As an organisation to share information? As a brotherhood of members who share a common hobby and a common love of the Triumph Mayflower car? Please contact me to let me know *YOUR* views.

Rally report

by Ed Copson

IT'S RALLY TIME again. The last time I said this for the *Flower Power* it proved to be the kiss of death for the 2007 rally as I'm sure it rained continuously for 40 days and 40 nights.

This, after the previous Rally Secretary reliably told me it never rains on our rally day. But am I despondent? Not a bit of it. So here we go again but I do need your attendance to make the day successful so please if possible make an effort to attend.

By now you all know the Rally is at Woburn Abbey on Sunday, June 15 and the hotel we are using on the previous night is The Swan, Leighton Buzzard. I have included a map to both venues.

If you are intending to stay or dine at the Swan Hotel here are some details:

Saturday is Market Day so there may be difficulty approaching from the main road as they close it for the traders. Access is easier from the rear via Duncombe Drive.

If you require overnight accommodation we have been able to negotiate a significant discount, the price for Saturday night is £60.00 (including breakfast) for a double room; a few single rooms may be available. To obtain this price when booking please quote "The Early

Triumph Club", telephone 01525 372148. Rooms must be reserved one month before the rally (May 14) to be sure of availability.

The meal on the Saturday evening is priced at £19.00 and should be booked through me (address inside front cover). Please do not leave your booking until the last moment this gives me tremendous problems and there may not be any spaces left. So please book early.

The meal choice is - Starters: (a) Vegetable Soup; (b) Salmon Medelely (smoked, poached and plain salmon in a Rankin with herb salad); (c) Pate. Main course: (d) Roast Rib of Beef; (e) Medallions of Beef in Stilton Sauce; (f) Salmon in white wine and chives; (g) Roast Chicken breast with herb stuffing. Sweet: (h) Home made sherry trifle; (j) Fresh fruit salad; (k) Cheesecake; (l) Gateau. Vegetarian main: (v) Vegetable and Goat's cheese tart.

Rally Day

Woburn is a splendid location. I am looking forward to my first rally there after visiting it with our colleagues from the Triumph Roadster Club to check for the suitability of the site.

The Abbey provides a magnificent backdrop for openair events of all kinds. You can of course visit the Abbey home of the Dukes of Bedford for 400 years with all its fine arts collection.

The antiques centre is a must see, with over 70 dealers in an 18th century setting.



Refreshments are available in the Tea Rooms. Explore the gardens or visit the gift shop, pottery or Chinese dairy.

The site is open from 10.00 am until 5.00pm on the day but the rally is from 11.00 am until 4.00 pm. Entrance fee is £2.00 on the gate.

You will be provided with a welcome pack on your arrival at the site informing you of the days format.

The judging for the Concourse will follow the same format as last year with Vice Chairman, Howard Pryor, providing his expertise to select the winner and next five cars. Achievement Shield and Chairman's Cup are also awarded on the day.

You are also invited to meet up at Ed's tent for a midday tot and get to know who is who. This is an important part of the day, as we must encourage members to meet other members. Looking forward to seeing you there.

Letters and E-mails continued . . .

MOT'd

Dear Editor,

My Mayflower got its 2008 MOT last week, so I am very pleased, only one problem and that was the non-functioning horn, soon fixed. Later on I propose to fit a relay in this circuit to protect the button in the steering wheel.

Still working on rusty metal underneath and was pleased to get my hands on the body supplement leaflets from the Spares Secretary which enabled me to sort out the rear headlining on my car.

Actually, when you consider what restoring an old car involves, just about every discipline known to man, leather work, metal work, wood working, welding, riveting, cutting, bending, painting, plumbing, electrics and so on and on. So long as its good fun you carry on, sore knuckles and all.

Well I must just thank Howard Pryor for his useful comments on rear body work. With the warmer weather promised it will be back to the garage.

*Best regards
Michael Davidson 1031*

PLEASE DON'T FORGET

YOUR ANNUAL

MEMBERSHIP SUBSCRIPTIONS

Please send to the Membership Secretary



Minutes of the Annual General Meeting held Sunday 16th March 2008

The Vice Chairman opened the meeting at 2.00 pm and welcomed everyone to the new venue at "The Village" Hotel, Walsall. He explained that he would be chairing the meeting as Peter Benfield, the Chairman, was unable to attend.

Formal apologies were received from Peter Benfield, Peter Burdge, Steve Coulman, John Gogay and Ian Ritchie.

Election of Officers

Peter Benfield's resignation as Chairman was formally tendered on his behalf by the secretary and this was formally accepted by the meeting. The Vice Chairman asked for nominations to stand for the post of Chairman but none were offered. All other officers present on the day confirmed that they were happy to continue in their posts and as there were no other nominations for any of the offices they were re-elected without opposition. The post of chairman remains open and this will be reviewed at the next committee meeting at the annual rally in July.

Vice Chairman's report

In the absence of our retiring Chairman, who unfortunately cannot be with us today, I will try to report on the Mayflower Club activities of 2007. A job which I never thought I would be doing and as such I must admit I am left a little unprepared. However I hope with the assistance of the very able committee we can muddle through.

Details of the Annual Rally will be reported elsewhere by Eddie Copson, our Rally Secretary but I think it fair to say and commiserate with him, that a lot of his and his team of helpers time was unfortunately spoilt by the very wet weather that most other car clubs suffered as well during different times of the year. I think it is fair to say everybody involved in the classic car world was affected at some time by the weather in 2007 so let's hope the next season is better and give our support to Eddie and his team and make 2008 a rally to remember.

As you will have read in *Flower Power* Peter Benfield, our rock of a chairman for so long has now declared his retirement from this meeting forth. I must admit he has been trying to retire

for some years now and I have bullied him into carrying on but sometimes enough is enough and you just have to let go.

The club of late has had some difficult times and people have the habit of saying that it is all downhill from hereon but for encouragement purposes only, I would like to relay a short version of my story for you and of my involvement in this wonderful club

I joined the Mayflower club in 1988 and received the membership number 551 which I thought then, and still do, that me being in the Mayflower club was written in my stars as it is coincidentally my birth date. Furthermore, with the addition of another 5 it is actually 5-5-51 (so please send presents on the day, recorded delivery so I may write a note back and thank you!).

After a five-year restoration "Mabel" and I attended our first rally in 1993 at Highclere Castle at which my newly restored "Mabel" won the club concours on her first outing. My enthusiasm was well and truly secured for further involvement within the Mayflower Club and so in a few short years I had volunteered for the post of Rally Secretary. The club then formed an alliance with the Roadster Club to rally together and as they say the rest is history. "Mabel" went on to win the club concours a further nine years - making an unbroken record run of 10 consecutive wins before I retired her voluntarily.

Life has this habit of moving on and so do our interests and so it came to the time when I was thinking of selling "Mabel" as we had done most if not all of what we wanted to do together over the years. My family were horrified but an e-mail came from across the pond advising that a gentleman in the USA was looking for a good Mayflower. I approached him, gleaned some very pertinent answers from him as to why he wanted a Mayflower and what he wanted to do with it and the deal was done.

The deal was then retracted almost as immediately when my sons said they wanted the car. I arranged a 20 mile drive for my eldest son and when we came back he reluctantly agreed that Mayflowering was "my thing" and not his, so the deal was back on again. In due course Mabel was shipped to Florida. I keep in touch but not as often as I should, only speaking occasionally with Mabel's new custodian. Apparently she is being looked after better than I ever could and is still admired wherever she travels.

My major interest still lies with Triumph cars but now with the TR marque and I must admit to being heavily involved.

Things must change, people do change and we also get older and the reason I am telling you my story now is to encourage people on the periphery of this great club to get involved. I must tell you my family and I have had some of the happiest times of our lives whilst Mayflowering.

No, I am not retiring. I hope you have not seen the last of me yet. If you think that then you will be wrong, BUT I am afraid I am unable to stand for the Chairmanship of this club because of my other commitments. However, I would like to carry on to assist and stay in the Vice Chairman's seat for a good while yet.

I do hope we find a new Chairman today but if not I will take very good temporary care of the club, my involvement cannot be as intense as Peter's has been but then he is a very hard act to follow and his input and drive will be missed by us all.

I have had a cunning plan: during the last couple of months I have canvassed our committee to appoint a New Honorary Life President. This is a matter which I intend to formally propose later on and it will be decided later on in this meeting today, so watch this space.

Change does not always have to be bad but complacency is bad. The call has gone out many times before this one for new blood to come onto the committee. Now is your chance to get involved. You know you want to, after all it is *YOUR* club.

Membership Secretary's report

This is my 15th year as a member of the club and since 1995 I have been providing the membership secretary's report. I usually provide a breakdown of statistics on club membership and identify any trends in movement of membership towards or away from the club. The membership has stood as follows over those years: 1995 151; 1996 152; 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; and 2008 139.

This shows that membership does go up and down, from somewhere around 140 members to around 150 members. Surprisingly, the new members often tell us about new cars, and

others the club has known about for years seem to disappear for a while, often to return again several years later. Eddie Copson, our Rally Secretary, is researching the old membership lists and the car details contained in them and one day we may be able to publish more information about the history of the cars that have been known to the club since our formation in 1973.

Last years 141 as at March 31 has changed during the year as follows: 105 members renewed their subscriptions; six former members rejoined the club; 22 new members joined the club and we have our six honorary members giving us 139 as at our official year end for 2008.

The breakdown of membership internationally since 2001 is as follows:

Year	UK & Ireland	USA & Canada	Australia & NZ	Europe	Japan	India	South Africa	Hon.
2001	110	2	1	2	4	1	0	6
2002	115	19	3	6	1	0	0	6
2003	115	14	2	6	1	0	0	6
2004	105	12	2	5	1	0	0	6
2005	109	15	4	7	1	0	0	6
2006	119	11	4	5	1	1	1	6
2007	112	12	5	3	2	0	2	6
2008	104	13	5	8	1	0	2	6

I believe that over the last seven to 10 years the true cost of membership for members overseas other than Europe has risen in real terms due to the influence of the strong pound against other currencies except the Euro.

The club is functioning within normal membership levels although it is probably true that our membership, like our Mayflower cars, is probably getting older each year.

Treasurer's report 2007 / 2008

This club is very fortunate to retain a very strong financial position. There is currently a balance of £6852.31 in the main bank account.

We hold a good stock of new and second hand spares and so are therefore a very solid if not small club.

This healthy state largely reflects the generous nature of the committee in not taking much in the way of expenses for attending committee meetings, etc. Moreover our AGM venue has been very generously donated to us for many years. This has given us the strong reserves we hold that will continue to maintain the club and protect the long term future of the club and guarantee magazine production,

annual rallies, etc. I am reminded that it is our member's money that has been paid to us and that we are holding on their behalf to spend in accordance with club principles and for the benefit of club members. I believe that it is in safe hands being spent wisely where required.

On such a strong foundation I see no reason to change existing subscription rates even in the current tighter financial climate. I expect to see some increase in expenditure this year on flags and advertising banners for the rallies, officer's expenses, website hosting and for our meeting venues. I am confident that the club can afford these without raising subscriptions.

Flower Power & Web Editor's report

This is a very small club, having normally only about 140 to 150 members of whom about 100 or so live in Great Britain and the rest spread about all over the world. We share a very strong interest in Triumph cars and the Triumph Mayflower in particular. In order to specialise in the Mayflower and to ensure future members can share in our interest we need to ensure the continuity of the club and through it the knowledge of the car and the spares required to keep them running so that the remaining Mayflowers do not simply become museum pieces or come out just once a year like so many of those seen on the London to Brighton Vintage and Veteran Car run each November.

Normal production of the magazine has resumed this year. Four magazines and an AGM/Rally Newsletter were produced. Special thanks go to John Gogay, our designer, type-setter and printer for always making the time and effort to put together such a well laid out pro quality document each quarter. We still compare pretty well against the larger clubs and I believe we get better than excellent in terms of value for money spent.

The club intends to upgrade and expand the web site soon. We hope to have a member's forum page and to allow more than one person to be able to submit updates, etc. We hope to be able to receive e-mail, filter spam and forward to the officers. We hope to allow members to download joining forms and possibly even join online. We hope club members can be given a special log in that will let them upload content for the next magazine, adverts, articles, etc. We hope to publish some of the old magazine technical articles, etc

online. We hope to make members more aware of how to obtain spares, both from the club what we hold, what we might procure on member's behalf, and from third party suppliers. To allow us to do this we will have to move onto a commercially hosted website. This will require a significant increase in web site funding this year and in future years. However this will benefit many members especially our overseas members.

Rally Secretary's report

The rally date for 2008 has been fixed for Sunday June 15 and the venue is Woburn Abbey, just off the M1 motorway, about half way between junctions 12 and 13. The rally site is open from 10.00 am to 5.00 pm on the day although our rally will take place between the hours of 11.00 am and 4.00 pm approximately. The rally standing is good flat grass and toilets are located within 30 metres of our site. We will be rallying with the Triumph Roadster Club but as always, welcome all other owners in classic cars and of course our members who turn up in their modern cars.

The view from the site is excellent and there are many attractions, including shops, café and restaurant.

Cost of entry to the rally site is just £2 per person and this includes access to all the formal gardens round the house. Tours of the house are an extra cost and the house is not a National Trust property. Dogs must be kept on a lead at all times within the grounds and barbeques are not permitted. Entrance is via the 'Main' gate.

I would welcome any volunteers on the day to assist with a few little jobs such as helping to put up the gazebo first thing, or take it down at the end of the day. We also need helpers for the raffle ticket selling. The more people there are who can take on one of these little jobs for a few minutes, the better it is for everyone and the more it will make the day fun for everyone.

There will be more information on the day but suffice it to say we will be running the concours car judging as usual but anyone not interested has only to display an 'Opt-Out' ticket on the car to ensure you will not be pestered by judges, etc.

We will be having an ice-breaking drink/toast at around noon and all members are invited to turn up, grab a glass and say hello. I hope to see loads of members there.

Regalia Secretary's summarised report

No new stock was purchased this year as we had sufficient to meet demand. Our sales during the year amounted to £167.32, down some 10per cent on the previous year. Generally, feedback of new ideas from the membership for new items and other ideas to stimulate sales are quite limited for a small club such as ours. I have investigated both ties and pens this year but initial start-up costs outweigh the benefits and potential for sales. For example, an order for the minimum quantity of ties is £200 on questionable sales levels.

Similarly, we would have to pay £80 to order 50 pens bearing the club logo, when the pens without a logo normally retail at about 17p. We currently hold £447 of regalia at retail prices. Fifteen mugs and woven badges were given as rally gifts to members attending the annual rally last June, this reduced the valuation of goods on hand by a further £60.

Secondhand Spares Secretary's summarised report

Secondhand spares are selling quite spasmodically. They usually involve several telephone calls to establish exact requirements, check availability and agree postage costs, etc especially to overseas members where the parcel has to be made up, taken to the post office for weighing and pricing and then brought home prior to agreeing the final cost with the purchaser. We now tend to await the purchaser's cheque and clearance before dispatch as we have now been let down several times with payments. I hope that members sympathise with us doing this and will tolerate a small delay before receiving their spares. The stock we hold is always, by its very nature, of dubious quality and so purchasers should always check the parts on receipt and refurbish if necessary, prior to usage. Sales last year ran to £185 but note that this included approximately £50 of postage costs.

Any other business

Several committee members did not attend. The secretary advised that he would contact them to see if they wished to continue as committee members. It was also suggested that Jim Poole would be a good candidate for a co-opted member and John Oaker agreed to

contact him to see if he would be interested in joining the committee.

Howard Pryor proposed that a new position of Honorary Life President of the club be adopted within the constitution. He further proposed that the retiring chairman be offered the new post as recognition of the great work he had undertaken for many years within the club, if the new post was to be adopted. The meeting unanimously voted in favour of both proposals. Howard agreed to contact Peter and see if he would be willing to accept the nomination.

Public Liability and Employer (Volunteers) Liability and Product Liability Insurance was discussed. The meeting agreed to obtain estimates and then to discuss again informally once quotes were received in good time to cover the rally if possible. The Treasurer was asked to take this forward and given authority to conduct negotiations, obtain approval from the committee informally and then to purchase such insurance if he thought it fitted club needs.

The future of the web site: After a healthy discussion, it was agreed that this is increasingly the way new owners find the club and contact the club. It was further agreed that the web site should be improved during 2008. The Editor was asked to investigate ways to do this and given authority to take this forward if he thought fit.

There being no further business the Vice Chairman thanked members for attending, wished them a safe journey home and closed the meeting at 4:15 pm.

1953 Triumph Mayflower

Restoration project

Chassis and bodywork sound, no welding required. Engine out and reconditioned about 5 years ago, not used since. Interior will need retrimming. Bumpers and overriders rechromed. The car needs a good home and is a sound base for an enthusiastic restoration. Ill health forces sale.

Offers to:

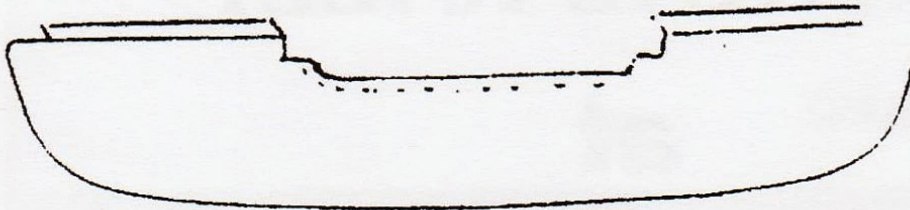
Paul on 01795 844423

Classic Car Sills

Parts for the Triumph Mayflower



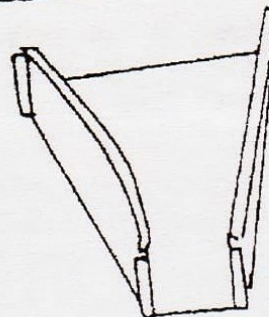
SILL £20.00



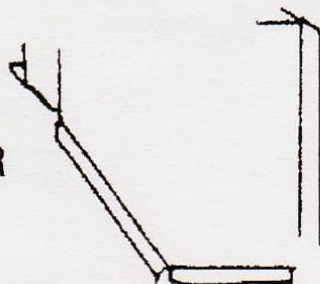
FRONT
APRON £45.00



INNER
SILL £6.00

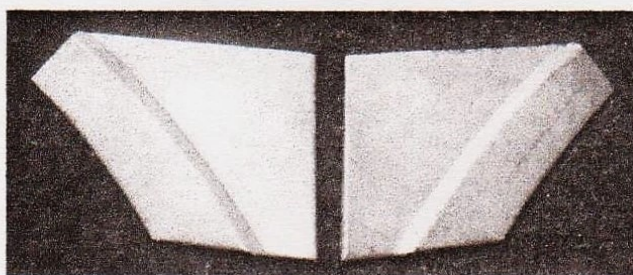


OUTRIGGER
£7.50



OUTRIGGER
£7.50

REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)



Worldwide Membership

TRIUMPH MAYFLOWER ANNUAL RALLY

at
WOBURN ABBEY



SUNDAY
JUNE 15 2008