

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2009 No. 130



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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

FLOWER POWER
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Cover: Recent barn find, please check our website regularly if you are interested, it might be for sale soon!

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Editorial

FIRST OF ALL I would like to thank everyone who has contributed to this magazine. I have received many many stories about our beloved car as you will see inside this issue!

Please keep on writing and if you have told everything about your Mayflower write us about any other classic cars you might own. We know there are many members who own more than one classic car.

I will write an article on my Mayflower, Mini Marcos and my four classic Minis in the next issue (sorry, this one was full).

Apart from the magazine we have a Mayflower website, packed with useful information and a great place (next to the magazine) to place an advertisement to sell or buy Mayflowers or parts! Please have a look at www.triumphmayflowerclub.com.

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

Copy dates

Copy deadlines for the next editions of Flower Power are December 1; March 1 2010; June 1 2010. All correspondence should be sent to Nico ten Wolde by post or E-mail.

NEWS . . .

from our Membership Secretary

Informal Committee Meeting

THERE WILL be an informal committee meeting of the Triumph Mayflower Club on Sunday, November 29 at 2.00 pm at the Holiday Inn, Tempus Way, just off the M6 at Junction 10. (WS2 8TJ).

Any club member is welcome to attend and if you intend coming please contact John Oaker via e-mail or phone (johnchoaker@btinternet.com / 01922 633042) so that you can have an agenda sent to you.

The main focus of the meeting will be to look at ways for the club to move forward: look at vacancies on the committee; update and move forward with rally plans; discuss anything Mayflower. Any member wishing to have any views, considerations, etc brought up at the meeting but are unable to attend in person, again get in touch with John Oaker to make this representation known

Welcome to new members

ON BEHALF of the Triumph Mayflower Club I would like to take this opportunity of welcoming the following new members. If there is help, assistance or Mayflower matters that you need to discuss please contact the appropriate committee member and your problem will be looked into. E-mail is becoming a very good way for us to communicate but failing that a phone call at reasonable times.

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Unfortunately, due to Data Protection regulations, We are not able to show members details at present

The committee and other members look forward to reading about your Mayflower adventures, whether it be restoration achievements or journeys that you have taken in your car. From the now to the past — memories and anything Mayflower from your past. Writing or photographs or both would be very welcome and easy to share with your fellow members — other Triumph Mayflower owners. Anything for inclusion in *Flower Power* please send or contact Nico ten Wolde, Editor (details inside front cover).

It is particularly good news that more Mayflowers are being found, known cars have new owners and consequently the club membership looks more healthy. New members are very welcome to take an active part in club matters and are very welcome to attend meetings.

Letters

Marty Lily's Mayflower

Hello John,

As promised a few photos of the Mayflower I have recently bought from Graham Temple. The car was a saloon, which has been cut down to a convertible. Three photographs are of the car as delivered, plus one of "work in progress". The last photograph is after I had removed the engine (and just about everything else), and just finished water blasting the engine bay prior to repainting.

For your information the badge on the front grille is for the RAC (Royal Automobile Club of Western Australia).

I have been rewiring the whole car and have just started testing out the new wiring. So far, so

good. Mechanically, I have been able to source parts locally, or from interstate and some from Mev Spares in East Sussex. I will probably need help with the following items: rubber surrounds for front windscreen and front side quarter windows; speedometer and fuel/oil/water guage; dash cover; rubber surround which fits on to the guard below the fuel cap; rubber surround around tail lights; steering wheel.

I would also be really keen to see the plans for the convertible hood, as you mentioned previously. I will post the membership application and fee to you tomorrow.

*Best regards,
Marty Lily (1083), Western Australia*



Door seal replacement

A TALE OF WOE, FRUSTRATION, EFFORT AND TRIUMPH

by Ken Walker

THE passenger door had been troublesome from the start. Sometimes it would, other times it wouldn't — close fully, that is.

Many times I attacked the striker plate with venom. The two hexagonal retaining screws were countersunk just enough to defeat the grip of a spanner. The screwdriver slots were showing signs of imminent retirement and try as I might, I could not get enough grip with the selection of screwdrivers I own.

I was more or less resigned to a life of half-closed passenger door. Then one magical day I noticed that there was a difference between the outer rubber on the drivers door and same on the passenger door. Throwing caution etc, I tore the passenger door rubber off (picture 1). Yes — you've guessed. The door closed perfectly.



It seems that some bright spark had fitted a grossly over-powering rubber seal at sometime. So the next step was to troll the internet and waste an awful amount of time on the phone; failing to locate a suitable rubber.

I figured that this outer seal was only there to keep out the driving rain, that is to say rain that . . . well you know what I mean. So a seal profile was not as critical as might be said of the inner door seals.

I awoke one morning with one of those miracle flashes of inspiration. Why not make my own? Well, not so much make as cannibalize. My 10-year-old "other car" is soon to be scrapped. It occurred to me to strip out the bonnet or boot seals. But sods law would

have sent 40 days and 40 nights of torrential stuff, so I visited the local branch of Shylox Scrapyard and found just what I wanted. I tore the drivers door seal (picture 2) off a rather sad



Renault Meganne and presented it to the character who was officiating. When he said, "Just a fiver Guv," I gave him a questioning look, his response reminded me of the chap who questioned the ascending price of balloon travel. "Inflation Guv."

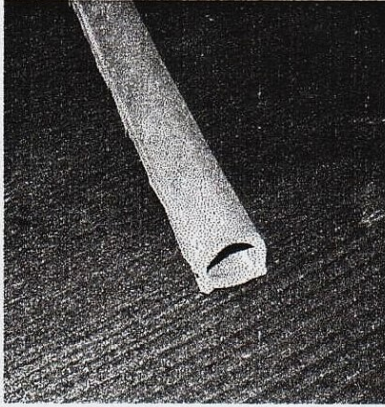
But it occurred to me that a fiver, for 12 feet or so of the Megannish item would be solving my problem, so I learned to accept.

Armed with our favourite meat carver knife I placed one end of the Megann seal in the vice and slit it length-wise for five feet or so (picture 3). I then trimmed the ragged bits to make it as neat as possible (picture 4).

My flexible solution was within sight. Well, when I saw solution — I actually used Evo-Stik.



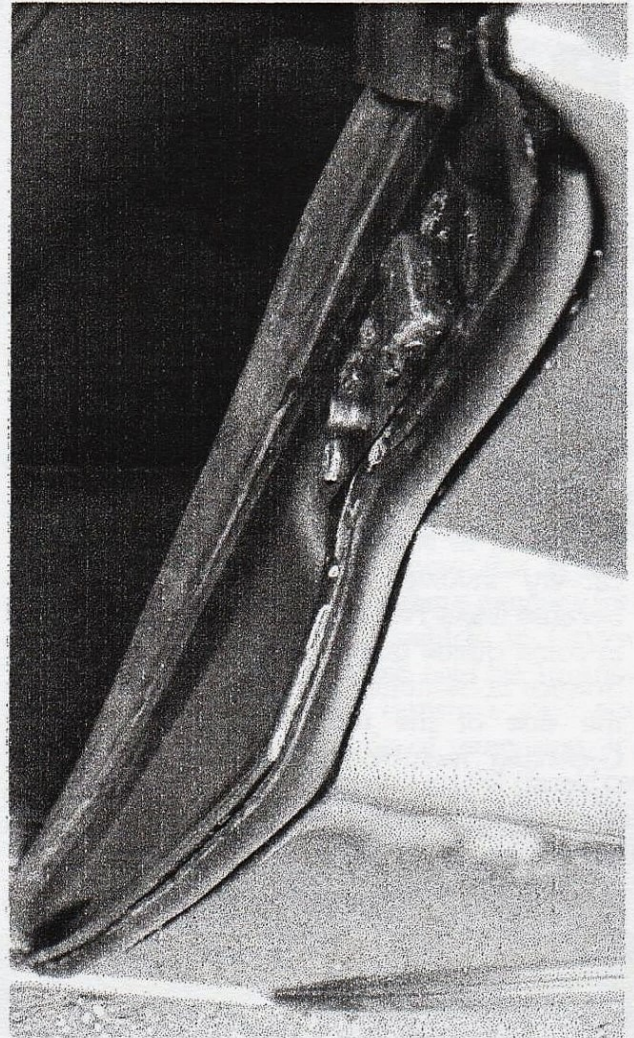
A wedge-shaped cut was made at the top end to allow the rubber to fit the narrowing part (picture 5). A bit of Evo-Stik on the inside stuck it wedge-shaped. The channel and



the seal given the Evo treatment and then placed in position — dead easy (picture 6).



The channels have a lip on the leading edge, I assume the original seal had a dedicated slot to fit this lip. Perhaps someone in the know could enlighten me on this. Not important. The important thing is my two doors close with a delightful clunk/click now as opposed the



previous crack/clang. Am I Mayflower Triumphant? Time will tell.

CLUB SUBSCRIPTIONS

If you have not yet paid your subscription for the Year ending March 31 2010 please do so as soon as possible

We have extended the period for payment until October 31 2009 if payment is not received by then **no further access to spare parts** will be available and no further copies of *Flower Power*

Please send your cheque for £25 to John Oaker (US members may send \$42.00 made payable to John Gogay, who will pass it on)

2 MAYFLOWERS FOR SALE

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Rally report

by **John Oaker, Deputy Rally Secretary**

WELL -- WHERE WERE you on the longest day in the year? Were you in some queue trying to get to or back from the British Grand Prix at Silverstone? Or were you stuck in some queue going to or from a Take That concert? Or were you stuck in some queue at your local pub carvery involved with family and friends because it was Father's Day? Or were you stuck in some queue going to or from the Summer Solstice at Stonehenge? Or were you stuck on the side of the road with your AA/RAC/Greenflag membership card in your hand because your Mayflower had let you down on the way to the Annual Rally? Or were you there?

"There" was at the Triumph Mayflower Club's Annual Rally at Ragley Hall, Warwickshire on Sunday, June 21, 2009.

My HBU 358 was all MoT'd and ready for her attempt at crashing into the top six vehicles in the cars of the show. Like some naughty child, she refused to start. I knew I should've



Concours winner Melcolm Barnsley



Ian Ritchie with his Long Distance Award winning Mayflower

sorted this all out earlier, no queue at the garage because they close in Walsall all day on Saturdays. So it's off to the rally for me in my white 1967 VW Beetle.

The weather is okay, no rain. Ragley Hall is in a beautiful setting. I managed to see the outside of the hall and almost saw the gardens but the day passed looking at the other cars on display and talking to fellow club members and the general public who "remembered one of these parked in our street when I was a boy and I don't think I've seen one since".

Once again we were fortunate that we were sharing the venue with the Triumph Roadster Club. Not having a rally secretary meant that Howard Pryor took on the role as the club's spokesman and negotiator and the organisation fell mostly into his capable hands and the committee of the Triumph Roadster Club.

It's a thank you from me and a thank you from all members present to the Triumph Roadster Club for their hard work on the day in making our Triumph Mayflower day successful. The runners and riders jockeying for this year's awards were:

XMM 10 driven the 52 miles from Hereford by **Brian Jones**. As a fairly new club member, this was the first time that Brian, his wife and his beautiful Mayflower had been to one of our rallies. A car with a lot of history, it had spent a number of years at a local college as

FLOWER POWER



Above: John Oaker's very smart Beetle and below Howard Pryor calling out the raffle winners



their "training" vehicle. Brian's well documented history was shown displayed in a folder, well organized and well presented by his granddaughter.

PMV 97 John Gogay's immaculate Mayflower had been driven 170 miles from Dartford to Ragley Hall. The closure of the M25 had meant that detours through country villages were the order of the day. The A44 and B4050 took the route through Barton on the Hill and lots of places with the word Hayford in the name.

740 XUA It was good to talk with **Ian Ritchie** and share his Mayflower past with him. As many members know this is Ian's second Mayflower, his first being a grey one that he used as an everyday vehicle in Ceylon between 1954 and 1961. Ian sold his Triumph Herald and bought Phil Benson's tried and tested Mayflower a couple of years ago. It's good to see members moving up the classic car ladder to Mayflower heaven. Ian travelled 203 miles from Eye in Suffolk in a not as the crow flies way.



Two of the attending Mayflowers alongside some of the autojumble stalls

FLOWER POWER



① Ron Hart with his award for TopFive; ② Alan Holford, another Top Five award winner; ③ Peter presenting Brian Jones with his Top Five award; ④ Paul Norton being awarded with his Top Five cup; Newman with his Chairman's Cup; and ⑥ Paul Norton's very nice looking Mayflower



FLOWER POWER



enfield
Fred

HTH 719 New Mayflower Club Treasurer, **Paul Norton**, drove the 20 or so miles from Bromsgrove to join the rally at Ragley Hall. Paul has owned HTH since 1984 and his now very well presented Mayflower has never missed a rally since 1991 and has always been in the top six cars in the club's "Concours d'Elegance".

VFF 517 Brian Barker was touching a lot of wood hoping that he and his wife and his blue Mayflower would make the 180 mile round trip from Nottingham. I hope last year's problems weren't repeated this year! Once again Brian's car contained a period museum of 1950s artefacts on the back seat of his car for others to see. Brian also owns a 1965 Hillman Super Minx.

CGR 850 - A 52 mile drive from Northampton, through Southam and Warwick brought **Ron Hart** and his jade green Mayflower to the rally.

JWV 612 Alan Holford enjoys showing his Mayflower at rallies as often as he can. He is usually greeted by the familiar, "Ooooooh, I haven't seen one of these for years."

An easy journey of 39 miles from Gloucester for Alan, his wife Alice and his well turned out car.

LKV 558 A journey through London for **Malcolm Barnsley's** Mayflower was the order of the day. An easy up to 55 mph journey taking in lovely villages, the Oxford services and various A roads. Malcolm's car, the star of Triumph magazine features, is again having a lot of interest shown in it because of its original features and the way in which the car is presented. A journey of 152.3 miles from Maidstone to Ragley Hall.

Awards

There were six visiting classic cars, five Triumphs and an MG. The MG was awarded the Best Visiting Classic Award.

The results of the Concourse judging and awards organised by Howard Pryor are as follows: Concourse Winner was Malcolm Barnsley, LKV 558; Top Five winners, in no particular order, were John Gogay, PMV 97; Paul Norton, HTH 719; Maurice Wilkes, HCR 817; Alan Holford, JWV 612; and Ron Hart, CGR 850.

Distance Award went to Ian Richie, 740 XUA, covering 203 miles.

The Chairman's Cup was presented by Peter Benfield (retired Chairman) to Fred Newman.

Letters

Update from Washington

Dear John (Gogay),

As you can see from the photo I have had the side windows installed and the car really looks sharp. I drive it on weekends and get a lot of people asking what kind of car it is.

My wife and I were going to a Triumph show in Redmund, Oregon, but were unable to make it as my wife was not very well. She's doing fine now and hope to attend another time.

I am having some floor mats made for inside the car from a company called Natural Auto Products in Fort Mill, South Carolina. I saw a story about the company in *Classic*

Motorsports. They have never done anything for a Mayflower before but really like the photo I sent them.

Best regards
Dan Brown (60)
Renton, Washington, USA

Thanks Dan, please let us know what you think of the mats when they arrive and what a coincidence with the paint job between yours and Mac Wilds car below! — Ed



Mac Wilds Mayflower

Dear Ed,

Here are some photographs of LMJ 206 just finished and back on the road (edit: look at the cover of *Flower Power* No. 128 and spot the difference!).

I know it is the wrong colour but it looks very nice all the same.



I have also enclosed some photographs of PSV 805, the next project (edit: we have heard that Mac is thinking of turning PSV 805 into an Australian Utility!).

All the best,
Mac Wilds (1066)

Letters

**New from
Aberdeenshire**

Dear Editor,

Greetings to you and all members, from Garmond, Aberdeenshire. Words can hardly express my pleasure at meeting up once more with a Triumph Mayflower, after having previously owned one for 12 years from 1966.

David Stafford's Mayflower, ESK 253, was purchased, transported up to Aberdeenshire and exhibited at the Duff House Rally; all within the last four weeks! Not bad eh?

The photograph was taken at the rally and made the Aberdeen newspaper (amid some very exalted company). It shows yours truly with my wife, Rachael.

My recent research appears to indicate Scottish cars on the road at about six or seven, with only two roadworthy in Aberdeenshire, including mine. As we are all a rather long way from the Midlands or South, I am hoping to organise a Scottish Mayflower get-together day next year for all interested, including, of course,

any English-based owners able to make the journey; more details later.

Finally, may I express my thanks to all members with whom I have so far been in contact, as I can see the Triumph Mayflower Club is a most friendly, helpful and well-organised one. I hope you all get a kick out of the photograph, which shows the two Aberdeenshire Mayflowers side by side at the Macduff rally, with the club cap clearly in evidence.

Kind regards
Raymond Morton (1093)

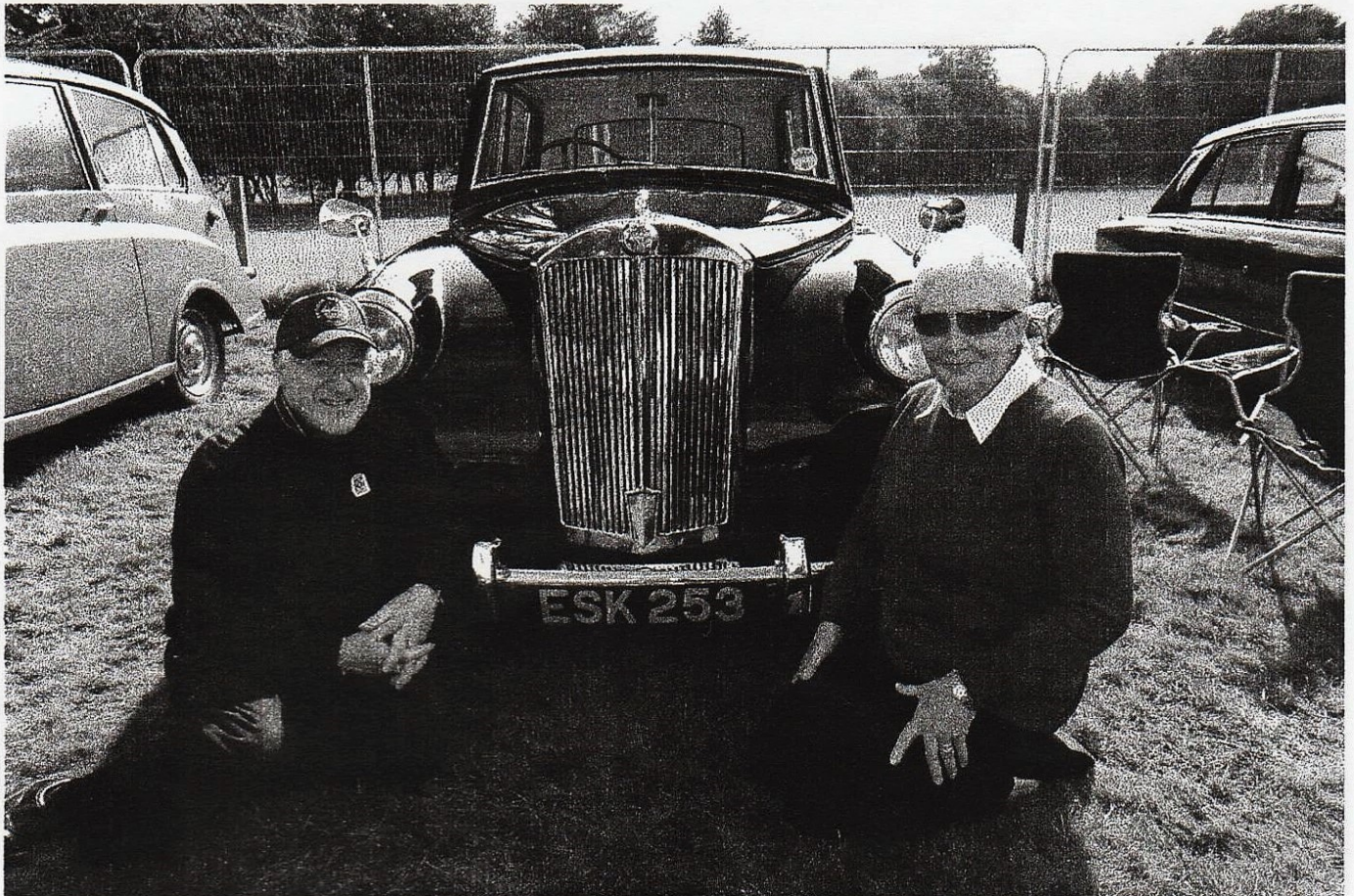
Goodbye Molly

Dear Ed,

Molly Mayflower was born in March 1953 just in time for the coronation of Queen Elizabeth II in June of that year.

A lady schoolteacher had seen my beautiful razor-edge shape in the local car dealers and fallen in love with me, bought and used me for her daily trips around the Cumbria countryside of the beautiful Lake District.

A local farmer in Penrith, Mr Martin had been admiring my gorgeous looks from afar



Letters continued

and agreed to take me on, after the lady school teacher had retired, after she had owned me for approximately 25 years.

Mr Martin kept me for around 20 years but hardly used me as he owned a number of other fine cars and kept me in his own private museum, only taking me out on very special occasions. During my time there I had my engine overhauled and my paintwork renewed.

I again became redundant so Mr Martin decided to put me up for auction by 'Bonham's of London' in an auction sale up in Harrogate, Yorkshire.

I was purchased by Mr Stafford via telephone auction bid (sight unseen) on the recommendation of the past chairman of the Mayflower Club, Mr Peter Benfield, who had the pleasure of picking me up and driving me to his house until I could be picked up the following Saturday.

Mr Stafford kept me for 13 years, I was used in and around the London, Surrey, Kent and east Sussex areas.

My last appearances at car shows were at the Biggin Hill Air Show in June 2009 where I met another great 1952 Mayflower owned by Mr John Gogay, sad to say my owner took no photographs on this occasion although lots of other people were taking pictures of such a rare site -- two mighty Mayflower's together.

I was also taken to Lingfield Steam Show and last but not least the Auto Rama in Kent, as I had been purchased the day before by Mr Raymond Morton (my present owner) and his son Colin who came down to see me and have a ride around the beautiful area of South Norwood, Crystal Palace and Penge. I was on my best behaviour.

After a really lovely sunny day at Auto Rama in Tunbridge Wells, Kent and many admiring looks, lots of

people taking my picture, I had an uneventful drive back to London.

Next day my last owner had a phone call from Mr Morton asking for me to be taken (asap) to Romford, Essex, to his aunt's house. I was to be left there until the following Tuesday when I would be picked up by a lorry and trailer and shipped to Aberdeen in Scotland. Is that another country? Oh no!

My many adventures will no doubt continue with my new and better-looking owner who just happens to be, wait for it, another teacher, retired! I just can't get away from them, can I?

I would like to thank all who have helped me to find a new home for myself and so quickly. My last owner had contacted Mr John Oaker, who in turn put me in contact with the Editor of *Flower Power* and Roger who runs the Mayflower web site over there in Canada, all of whom deserve a medal for their sterling work.

Within the week I had two people looking at me, one living in Germany, who was going to come and see me at the end of August and one from Scotland. Is the marque destined to be a disappearing car here in England and find ourselves in countries all around the globe.

I now look forward to a new and better life with my new owner; I can expect great changes and lots of new adventures.

Whoops! I almost forgot to enclose a picture of myself on the day I was purchased. Happy motoring to you all and keep Mayflowering



The Beamish Safety and Reliability Run

by *Brian Redshaw*

MY APOLOGIES for not attending this years annual rally as I was under the impression that it would not be on Father's Day again. I had committed myself to attend a northern rally but I hope you all had a good day and a good turnout of Mayflowers.

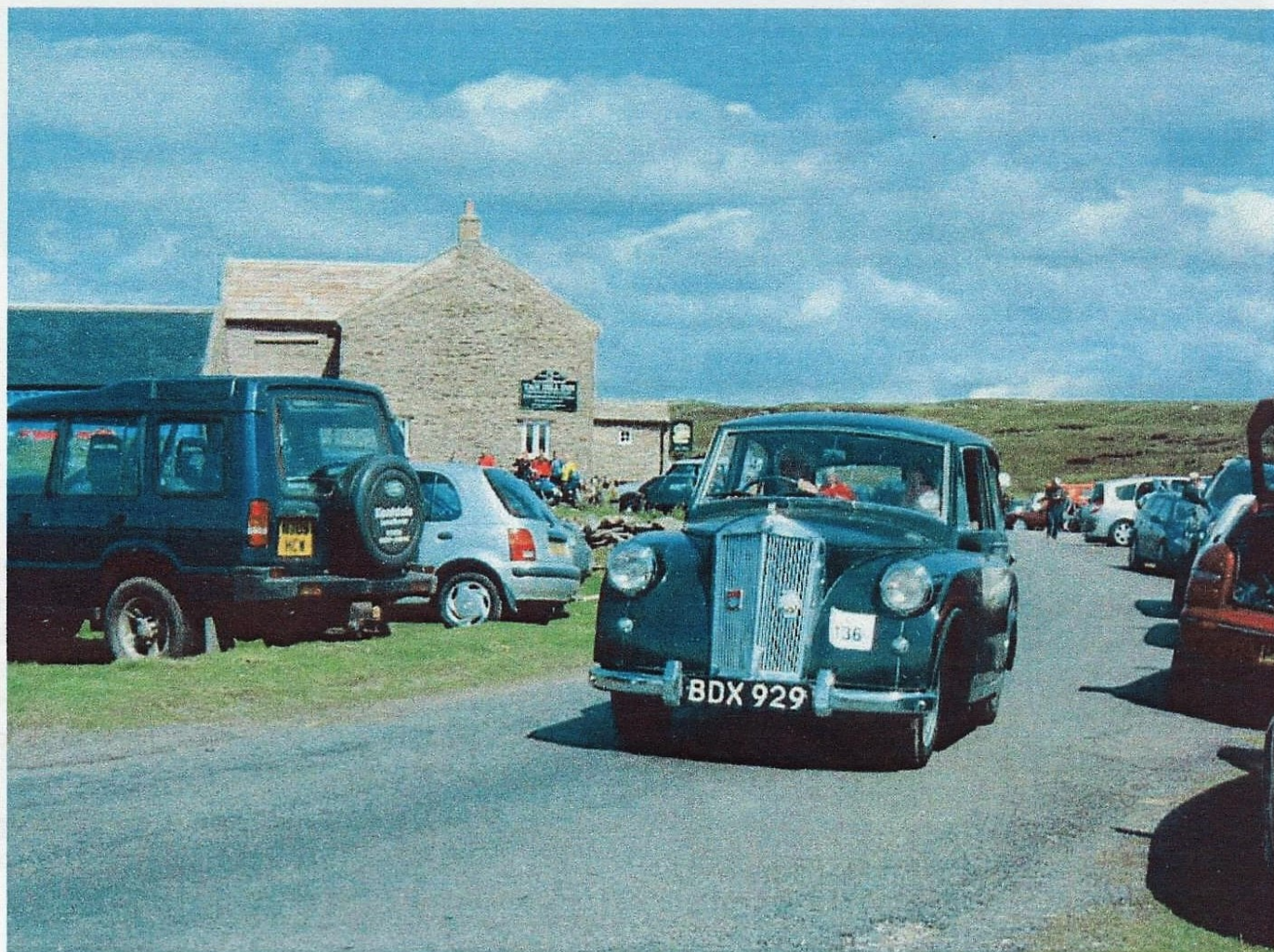
The rally that I attended on June 21 was called the Beamish Safety and Reliability Run which takes place on Father's Day every year.

It consists of over a 150 mile route round County Durham and northern fringes of North Yorkshire. It starts and finishes at Beamish Open-air Museum in which you can explore two distinct periods in the north east's history. The 1825s and the 1913s.

During the rally there are various checkpoints some at very interesting places, one was at Bowes museum at Barnard castle



another one at tan hill the highest pub in England and Stanhope ford where you go through the river wear. I'm sure you could imagine some of the hills that we had to ascend



and descend especially the one on the way to Tan Hill. We had a midway stop at the village of Bainbridge where you have to stay for one hour so the public can view the vehicles, at this point I met up with a fellow member Keith Allen who was on a holiday there.

This year I did the course with my Mayflower BDX 929 and had no problems covering a total mileage, from leaving to returning home, of 225 miles. I took along with me my grandson and granddaughter. We all enjoyed the journey

waving at the various crowds along the way, I am sending you some photographs of the day.

Next year I am looking forward to entering the rally again with BDX 929 together with my other Mayflower, MSK 624, which my son will be driving as long as all the restoration work is completed, hopefully by the end of the year.

Here's hoping next years annual rally is not on Father's Day so I can attend and see you all there.



Next years annual rally date

THE ANNUAL RALLY next year will be held on Sunday, June 27. This coincides with the Golden Jubilee of the Roadster Club's rallies with whom we shall, as usual, be sharing the rally.

It will be held at Kelmash Hall, near Market Harborough (not far from Stanford Hall where we were a few years ago). Accommodation has been arranged again at the Three Swans Hotel in Kettering.

There will be the usual Saturday night dinner at the hotel. The Roadster Club are hoping for a bumper attendance at the rally so it would be nice to see a larger number of Mayflowers as well, so please make every effort to support the event, you have nine months to do all your fixings and polishing.

Further details on the rally, hotel bookings and directions etc will be in the next issue of *Flower Power* in December.

Letters**One volunteer**

Hello John,

Back from a break in Wales and ready to reply to your e-mail and follow up on Howard's. The dates you have given for a meeting in November seem okay as is the date for the AGM. I would share Howard's reservations about anything on Father's Day. Any event on that day may be a restriction.

Why would there be an objection to the rules being on the web site? Hopefully if someone out there has spotted a reason why not, it would be a good way of finding out.

With reference to the club magazine I am going back to one of my original themes. Triumph cars are generally in small groups/clubs. As time goes on the distinction between the clubs has become a bit blurred.

For example our annual rally is held along side the Roadsters. Therefore a couple of pages each issue of the magazine given to information about other Triumph cars would help fill the magazine and broaden our members knowledge of the other cars built by Triumph. Some of the early saloon cars were classy looking motors and other clubs already have detailed information which I am sure they would share.

With regard to my Roadster I am today starting a write up for the Roadster Magazine. Earlier this year someone in America visited the Roadster web site and saw the car KKA 251 that he owned in the UK before going to live in the US. He was surprised that it was still on the road and that it was still owned by the person he sold it to -- I purchased it in 1965 from him.

Would this be of interest as I have pictures by him taken in 1965 and more recent pictures of my Roadster KKA 251?

Howard has been asking for help. Although I attend the annual rally in a Roadster (Mayflower not roadworthy) I would be pleased to help with parking cars, welcoming visitors, site setting up/dismantling.

Hope this goes some way in helping, if not come back to me.

Regards Clive Lungmuss (900)
Lichfield, Staffs



HERITAGE NEWS

NEW 'MOTORINGCLASSICS' WEBSITE

In one of the most significant developments of its 33 year history, British Motor Heritage of Witney, Oxfordshire is launching a new direct sales website,
www.motoringclassics.co.uk

The new site strongly reflects the fact that the Heritage group is diversifying and broadening its coverage of the classic car scene, offering authentic parts, accessories and care products for all makes and models.

Further enquiries:

Ian Elliott
ielliott@rsr.alkazar.co.uk
Tel: 01564 702302

Sold via the website . . .

Hi Robert,

Wow! I say again Wow! You put the add in one day, next day I had a call from someone, the next day had another call from Bavaria. The very next Saturday it was sold. Yes, by all means do as you say it would be my pleasure, I hope you get a few more for the site.

Just to say thanks to John Oaker, or was it John Gogay, for putting me in touch with you in the first place. I had no idea of your website, I knew there was a Triumph Mayflower website which I had seen years ago.

Why not advertise your website in *Flower Power*. I have a feeling there are more Mayflowers out there who would like a new home, and I just know there are people waiting.

Regards David Stafford (822)

Ripon Old Cars

“Northern” Mayflower Gathering

by Peter Benfield

IT WAS UNFORTUNATE but not unexpected that the Ripon Old Car's rally on the town's racecourse should have been affected by some inclement weather. Fortunately the heavy rain held off until mid afternoon by which time the Mayflowers of Steve Watts, Brian Redshaw and Alan Kormes had arrived.

This was Steve's first major outing with his newly acquired Mayflower and making contact

with other owners proved very useful to him. Anyone with a spare front passenger seat in red would be a great help to him in future work on his car.

Numbers were down this year partly due to weather conditions and also one regular car off the road. This is still a useful meeting for members in the north east and hopefully will be continued next year.



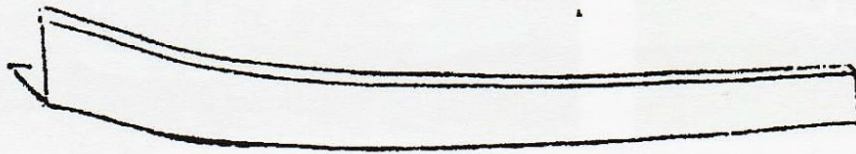
Close up of Steve Watts car and below the three Mayflowers lined up



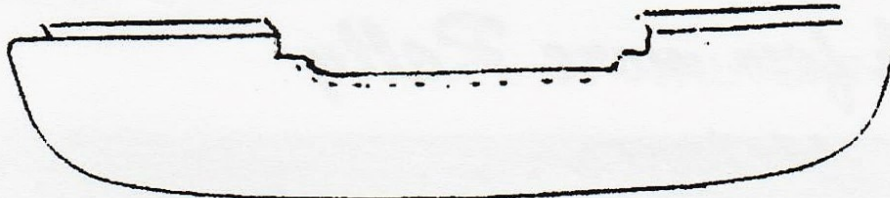
	<h3>TRIUMPH MAYFLOWER CLUB</h3> <h2>KEY FOB</h2>	
<p>Available from the Regalia Secretary £4.00 plus postage</p>		

Classic Car Sills

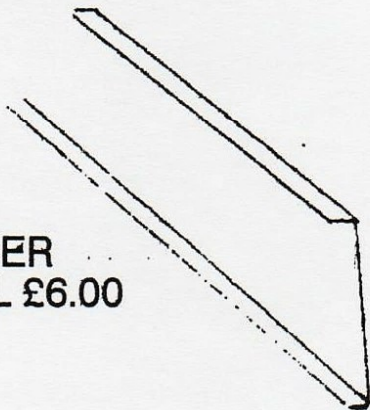
Parts for the Triumph Mayflower



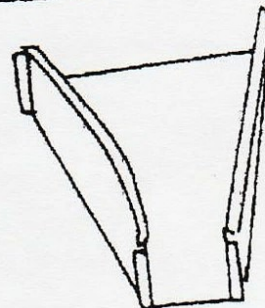
SILL £20.00



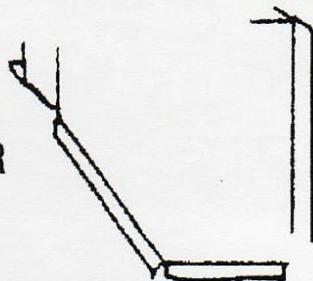
FRONT
APRON £45.00



INNER
SILL £6.00

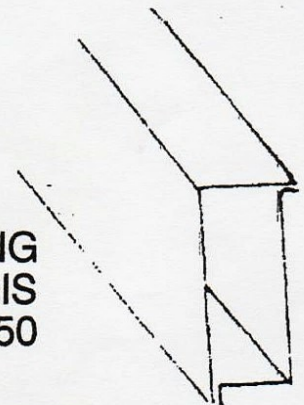


OUTRIGGER
£7.50



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)



A few more Rally pictures . . .

