

# Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2011 No. 137



# 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*

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*Cover: Almost ready for the road, Russ Hoenig's Mayflower fitted with wire wheels, see article on page 5*

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

OWING TO technical problems we are unable to include the normal Editorial in this issue of *Flower Power* but it would be a great failure not to mention our National Rally.

We must try and return our attendances to at least double figures! So please make every effort to attend this year at Blenheim Palace, near Woodstock, Oxfordshire OX20 1PX on Sunday July 17.

We have, after two years, a new Rally Secretary, John Castle. Although John has not had much time this year to get things organised having only been elected at the AGM in March.

Also you will see from the AGM report that we have a new Secondhand Spares Secretary, Brian Redshaw. We hope that Brian will enjoy his role and wish him all the best. Please remember that when telephoning him, or any official of the club, be thoughtful of the time you make the call.

Many thanks are due to Peter Benfield who had been our Secondhand Secretary for many years, helping many members in obtaining that part that could not be found elsewhere, well done Peter.

Hopefully we can look forward to a summer with some fine dry spells to enable us all to drive our cars without worrying about getting them wet. Happy Mayflowering!

---

## Welcome to new members

On behalf of the club welcome and happy Mayflowering to our new members:

1128  
1129  
1130  
1131  
1132  
1133  
1135

Due to the new data protection regulations (GDPR), this item is not currently available.

If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at [johnchoaker@btinternet.com](mailto:johnchoaker@btinternet.com)

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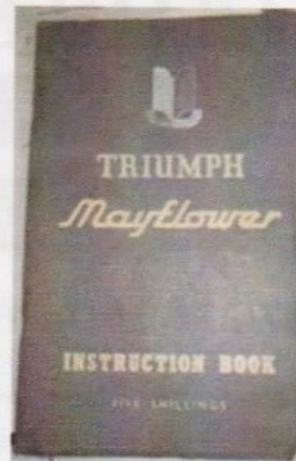
Fred Newman

Pippbrook, Pope House Lane

Ashford Rd, St Michaels, Tenterden TN30 6SS

Tel: 01580 765951

## Instruction Handbook



Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1 2011, December 1 and March 1 2012. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

# My first car

by Lindsay Foyle

I WAS WATCHING television last week when I was confronted by the sight of hundreds of utes. They were gathered together in an effort to get into the Guinness Book of Records. But the real story was not the number of utes gathered in one paddock, it was Australia's love affair with the utility. Everybody interviewed just loved their ute.

An Australian, Lew Bandt, invented the ute. He wrote to Ford in 1932 and suggested they make a vehicle suitable for carrying the family to church on Sunday and the pigs to market on Monday. Ford liked the idea and by 1933 there were utes of his design on the road. Unfortunately Bandt was killed in 1987 while driving his 1933 vehicle.

Ford might have had the first ute, but as I looked into the television screen the bulk of vehicles I saw were Holdens. The first Holden ute was produced in 1951 and our roads have been accommodating them ever since.

I never owned a Holden ute, but I have thought about them from time to time. There is something nice about a vehicle that you can use to carry the family to church on Sunday and take the pigs to the market on Monday. Even if you don't go to church or have pigs to take to the market.

My Uncle Allen told me years ago: "You can always make a few bob with a ute carrying a few things for your mates. At worst, you'll end up with a dozen beers every other weekend."

It was good advice and as I was thinking about buying a ute at the time it seemed like bloody good advice. Uncle Allen knew about utes. He was a plumber and, as everybody knows, plumbers drive utes.

I had come across a ute that was on the market and Uncle Allen knew it well. The man who lived in the garage behind my grandmothers (Allen's mother) had a ute and he was thinking of selling it. He worked in a camera shop selling cameras and didn't get to drive it much.

I was doing all the mental arithmetic necessary to establish my capacity to buy the vehicle and getting half a dozen beers every other weekend was added into the equation. My father, who knew a thing or two about cars,

also thought it was worth buying. Dad was one of those men who could fix anything mechanical. And if he said the ute was worth the asking price then it was. The asking price was £60. "You could get as much for it just selling it for parts," I was told.

I didn't need all my fingers to do the arithmetic. But I did know that if I went through with the deal I would need a driver's license. I was three months short of the legal age for getting a license but there is no age limit on owning a car. Sorry, ute.

Dad had a think and decided that if I wanted to go through with the deal he would come in on it too. He took a half interest. We could each carry a few things for our mates and make a few bob on the side or end up with a dozen beers every other weekend. Dad even volunteered to teach me to drive.

Consequently three months before I was allowed to drive I had a half interest in an early 1950s Mayflower utility with eight months registration. It wasn't long before Dad was teaching me to drive.

Now there may be some people in the world who are not familiar with the Mayflower range of vehicles. That's probably an exaggeration. In reality there are probably very few people who are familiar with the Mayflower range of vehicles. That's as it should be.

I could be wrong but and I've been wrong before but I think the Mayflower was put out by Triumph. Production started in 1949 and it took them until 1953 before they realized what a bad idea the two-door car was. By then they had built 35,000 of them and that includes the ute and coupe.

The Mayflower was not what you would call a seductive car and 50 years after it first hit the streets it's still not a desirable classic. It probably was a marketing executive's idea that should never have got past the drawing board.

It had a four-cylinder pre-war Standard 10 side-valve engine and a Vanguard three speed gearbox. Top speed was said to be 60 mph. Sluggish is a word that comes to mind when thinking of the car's performance. I never got past 35 and that was down a long hill.

When it came time to re-register the car the reality of what I had bought started to sink in. My mates never asked me to help move anything. The ute was too small to carry much more than a camera bag. So I never made any

money with it and I never got a dozen beers every other weekend or any weekend for that matter.

The engine worked well but the body was not in good condition. The brakes were not good but then it didn't need good brakes. But it did need new tyres. When I had done the sums the cost of keeping the car on the road was more than its replacement value.

I sold the ute to a very offensive secondhand salesman for £30 and went up market. I bought a second-hand Standard 10. Some people never learn.

## Rally news

**by John Castle**

Not a great deal to report other than the Rally starts at 11.00 am but there will be someone there from around 10.00 am on Sunday July 17. Standard entrance fee (£3.50) for Blenheim Park which includes our field. Please as many cars as possible this year also could you please bring a bottle to help with the tombola. Many thanks.

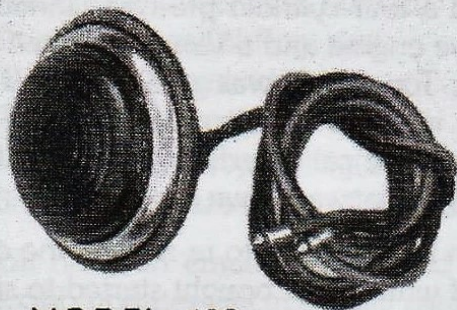
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## 2011 NATIONAL MAYFLOWER RALLY

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Starts 11.00 am

**Bleinheim Palace**

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## Fitting wire wheels without cutting studs

Dear all,

Not altering the studs allows you to carry a steel wheel under the car. Also, I am not sure if a wire wheel will fit in the tyre carrier as designed.

Attached are several pictures showing what is required to do this.

The first step is to make or secure the spacer plates. We were going to machine our own but found .250" thick spacers available from Moss Motors for about \$19 each. We could not buy the material and machine spacers for that cost. Moss part number 832-560.

After doing allot of measuring, we came up with a required spacer thickness of .150", it would give full use of all threads on the original studs plus allow a minimum of .020+" clearance to the back of the wheel.

Keeping these plates parallel is more important than the thickness. All of our plates ended up at .150" +/- .002" turned in a four jaw chuck with carbide tooling.



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Next is the alteration to the wire wheel adaptor to clear the zerk fitting boss on the front hubs. Decided against grinding the hubs for clearance/welding up exposed slot. It seemed easier to mill a clearance slot in two of the adaptors (make sure you have a left and right).

Using a 1/2" diameter, four flute, end cutting, carbide end mill, we marked off a start line inside the adaptors at .375" down and an end line at .900" down. We were thinking that we may cut through the adaptor but this did not prove to be the case. This milled slot has to be in line with any one of the mounting holes. These dimensions do not allow clearance for the zerk fitting. So after remembering to grease the front hubs, the fittings were replaced with 1/4 x 28 x 3/8" long set screws.

These holes are not tapped clear through so the set screws cannot work their way in and the adaptor prevents them from backing out, just make sure that they are flush to begin with. You could alter the adaptors to allow for the zerk fittings to remain but you cannot get to them without removing the wheel and adaptor anyway.

All of these parts were carefully fitted and checked several different ways to insure adequate wheel clearance with no issues found.

Regards Russ Hoenig  
13441 Olean Trail, Summerville, PA 15864

# Mayflower in run to Brighton (USA)

By Glenn Grosskleggs

MY MAYFLOWER made the run to Brighton and back last week without any problems. Brighton, Wisconsin that is!

All of my work last winter and spring has paid off. One of the members of our Vintage MG Club is moving to California, so as a send off he planned a tour from the Chicago area to Brighton, Wisconsin (he is also active in the Ford Model A Club so they were also invited).

He has been active in vintage motoring and has participated in the real Brighton Run in a 1903 Oldsmobile so he can have some fun with our local Brighton.

There are several local clubs that use Brighton, Wisconsin as a destination for tours. It is a small town about 75 miles from Chicago that has a church and a pub. That's it. A good place to end a Sunday drive.

It was a day that the Mayflower loved. The temperature was cool and it was raining, just like home. All systems worked including the heater and demister. A nice comfortable 150 mile day.







Attached are a number of photographs that you may be able to use so feel free to pick and choose. As a note to other members who are probably getting tired of hearing from this side

of the pond, why not send something in about what you and your car are doing. I would like to hear about your experiences with your Mayflower, both good and bad.



# North American tour

**by Joan & John Gogay**

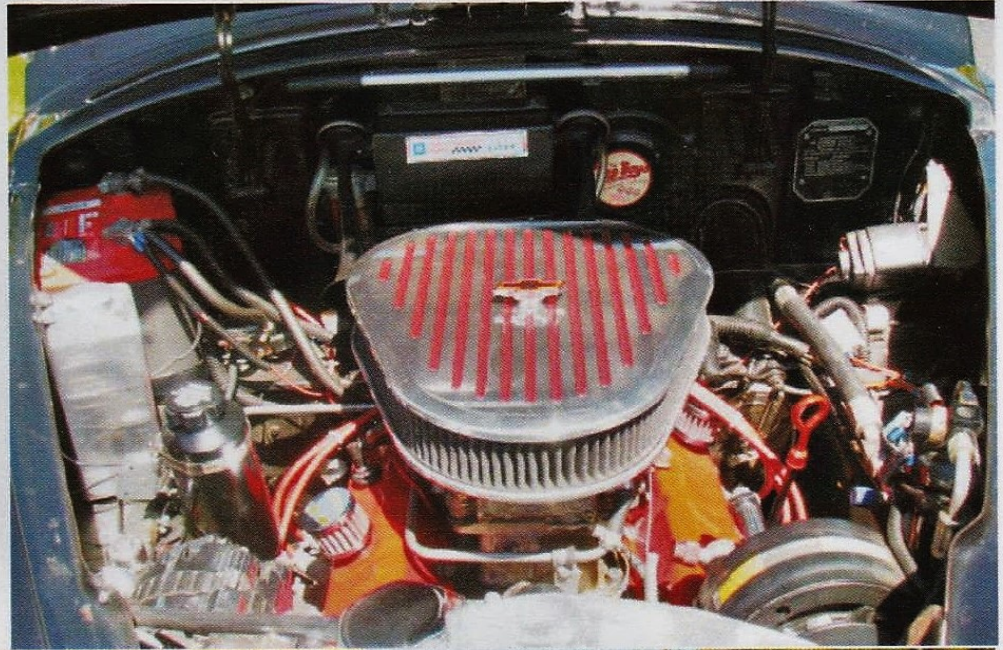
DURING OUR recent whirlwind trip of the west coast of the US and Canada we fortunate enough to meet up with two of our club members. We had hoped to meet more but with our busy schedule and members work commitments this was not possible.

We travelled from San Francisco to Los Angeles where we met up with Gloria Young and her friend Stuart at her lovely home. She proudly showed us her Mayflower, which has been altered to suit the weather and driving conditions of LA with a 3.4 Chevy V6 engine; 200 4-R automatic transmission; power disc brakes and steering along with air conditioning!

She then drove us on a grand tour of LA, we parked on the famous Rodeo Drive which caused quite a stir and we were

soon surrounded by admiring onlookers, two of whom recognised the car (an ex pat and an Australian).

We enjoyed a lunch with them before we drove on to Beverley Hills and Sunset Strip, quite an experience.



*A personal delivery of Flower Power, I present Gloria with her copy of the Spring issue*



While staying with Joan's aunt in Richmond, Vancouver, we were able to meet up with Linda and Larry Spouler who lived nearby.

Larry proudly showed us his garage which housed the Mayflower, a very nice TR4A and a Spitfire that he is currently restoring for his son. I must say that Joan was more interested in their lovely home and garden with its beautiful rhododendrons plus friendly cat!

Linda drove us around the Richmond area to China town for a Chinese lunch before taking us back to our relatives home.

She certainly loves driving the Mayflower and it was so nice to catch up with them both after so much contact over the internet.

We would like to say thank you to both Gloria and Stuart; and Linda and Larry for making us so welcome and for showing us around their lovely cities.

*Above: John Gogay in between Linda and Larry Spouler with their Mayflower outside their lovely home in Richmond  
Below; Linda waving farewell after dropping us off,*



**Another tidbit especially for North American owners from Russ Hoenig**

Waldron's Exhaust in Centreville, Michigan ([www.waldronexhaust.com](http://www.waldronexhaust.com), phone 800-503-9428)

We split open our old muffler, end to end to see what was inside and sent them the remaining bits They made up a beautiful exact duplicate for our Mayflower. Call and talk to Ruth or Jon, they are great people to work with.

Letters**An Irish lady  
reborn**

Hi John (Oaker),

Enclosed are some photographs taken at the engineering workshop of Translink Buses. One

is of all my staff, all employed in different trades, who helped to restore the Mayflower.

She also got a big response in the *Irish Vintage* magazine at Easter. A lot of the older folk remembered the Mayflower from their childhood.

Paul Harkin (1120)  
Londonderry, N. Ireland



**DON'T FORGET THE  
ANNUAL RALLY**

**SUNDAY JULY 17  
at Blenheim Palace  
Oxfordshire**



# Triumph Mayflower Club



Worldwide Membership

**John Oaker, 19 Broadway North, Walsall, West Midlands WS1 2QG**

Dear Member,

Please note that members annual subscriptions were due for renewal at the end of March. At the 2011 Annual General Meeting it was decided to keep the membership for 2011/2012 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB Bank; sort code 30-94-38; account number 00066503. Overseas members can pay by the IBAN method quoting GG14 LOYD followed by 30990600066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership card by return of post please enclose an s.a.e. Failure to do so means that your new membership card will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down!!!

Any problem or uncertainty please e-mail me at [johnchoaker@btinternet.com](mailto:johnchoaker@btinternet.com).

Thank you

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Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2012.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in U.S. dollars could make out a personal cheque payable to John Gogay, spares secretary - for \$42.00.

Signed \_\_\_\_\_ Membership number \_\_\_\_\_

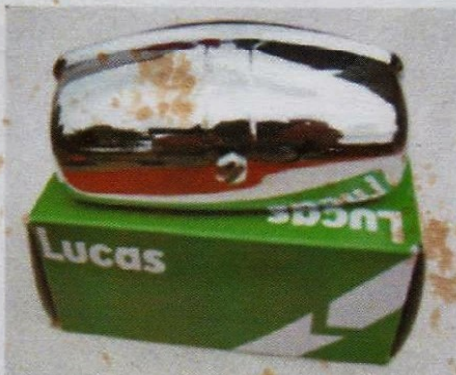
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# AGM report

**Held at the Holiday Inn Express  
Walsall on Sunday March 20**

Attendees: M. Barnsley; P. Benfield; P. Benson; J. Castle; H. Forrest; J. Gogay; R. Horsfall; F. Newman; P. Norton; J. Oaker; R. Overy; H. Pryor.

Apologies were received from: S. Coulman; T. Gordon; C. Lungmass; I. Ritchie; M. Wilkes.

The Chairman opened the meeting promptly at 2.00 pm and welcomed everyone to the meeting and added how nice it was to see three new faces attending for the first time. He thanked John Oaker for once again organising the venue.

The minutes of the last AGM had already been published in *Flower Power* and were taken as read and accepted by the meeting.

## Chairman's report

The Chairman gave his report verbally noting that the club's profile had declined over the last two or three years due to several factors. He gave the meeting some background of the club's recent history to refresh collective memories and also to bring the new members up to speed. This covered mainly the fact that as we had not had a Rally Secretary for the last couple of years we had not taken a very proactive role in organising an annual rally. Indeed we had tagged along with the Roadsters suggestions and had not that good in encouraging members to attend. This had seen our attendance drop from 18 cars in 2008 to 12 cars in 2009 and to only six cars attending last year. The Chairman stated that he hoped we would have a volunteer to fill the post from within the attendees today when we got to the election of Officers later.

The Chairman noted that he thought we had three options available for our rally this year and that we would discuss these later after the election of officers.

The Chairman then asked the Officers to present their reports.

## Treasurer's report

The club continues to be in a very good financial state. Renewals suffered a little last year. This was thought to be the effect of the financial situation prevailing in the country.

The club can afford to reinvest in equipment, such as flags, banners and gazebos for use at rallies and national shows and the Treasurer recommends this is done. He also recommends that the subscription remains at the current level of £25 plus the usual £10 joining fee for new members. The cost of magazine postage continues to increase but this can be covered for UK members. However, our printer has suggested that we could e-mail out the magazine to our overseas members in PDF format in order to reduce costs as postage overseas is now running at close to £2 per copy for US, Australia, etc and equates to a third of the subscription fee. Overseas members are requested to make feelings known to the Membership Secretary.

2009/10	Receipts	2010/11
6627.86	Bank balance b/f	6361.46
12.12	Cash balance b/f	12.12
2686.00	Subscriptions	2340.00
50.00	Regalia sales	0.00
22.00	Misc	110.00
95.00	Secondhand spares	0.00
<u>9492.98</u>	<b>Total income</b>	<u>8824.48</u>

2009/10	Payments	2010/11
1910.00	Flower Power	1948.00
0.00	AGM/other meetings	40.00
11.50	Web site fees	72.84
30.00	Rally expenses	80.75
0.00	Subs FBHVC	57.65
1197.90	Misc	0.00
0.00	Regalia stock/float	60.00
<u>3149.40</u>	<b>Total expenditure</b>	<u>2259.24</u>

	Bank	Cash	Total
Opening balance	6361.46	12.12	6373.58
Receipts	2450.90	0.00	2450.90
Payments	2749.54	0.00	2749.54
Closing balance	6062.82	12.12	6074.94

## Membership Secretary's report

This is my 17th Secretary's report. My initial statement from last year, "I think that this year I have written more letters or e-mails to and received more letters from more members than at any time during the last 15 years" has easily been beaten this year. The main theme in this correspondence was Mayflower memories! Babies born in Calcutta, Austrian holidays, the Times and World M. Club.

Talking matters Mayflower with members via phone or e-mail is very welcome. As someone with three years of retirement under their belt I do understand the problems that many members have in attending rallies and meetings and offering time. I have never been so busy! How did I manage to have such a time consuming job and run a life! The membership numbers show that cars new to the club continue to be found.

Despite this, the level of memberships being renewed is running at a lower level than is normally the case. This is possibly due to people taking a break from their restorations or taking their car off the road while money is a bit tighter and also at the same time not renewing their membership to reduce their own costs. Such cases often rejoin a couple of years later when the restoration recommences and/or spares are once again needed. Currently we are down to about 134 members. Normally our renewals and new members keep our membership level running at about 146. Amazing how we seem to hit this mark about every other year. Let us hope we do so again, or go even higher in 2012 when hopefully the financial situation will be more stable and confidence higher.

#### Membership numbers

1996	1997	1998	1999	2000	2001	2002	2003
152	167	151	144	151	144	150	144
2004	2005	2006	2007	2008	2009	2010	2011
131	142	148	141	139	139	145	134

Of the 134 member as at March 31: 105 rejoined; six former members rejoined; seven honorary members; and 16 new members.

Distribution is UK and Ireland 96; US and Canada 16; Australasia 3; Europe 10; Japan 1; India 1; Africa 1; Honorary 7. A very similar breakdown to last year as one might suspect.

#### Regalia Secretary's report

Once again the *Flower Power* binders continue to be our best selling line. The recession has probably reduced our sales over the last couple of years. At the rally in 2010 very few items were sold due to the very low attendance. I have made further enquiries about new lines only to come up against the same old problem, our volume of order quantity, determined by our possible sales target, is so low that the unit prices quoted to us make the end product unviable. The stock of

club mugs has been replenished and I have obtained a new line in mouse mats at just £4 that are now available. The regalia secretary advised the meeting that he does not run a club regalia bank account and does not wish to do so on the volume of sales made. However this means he has to obtain funds from the main account in order to purchase items and has to pay his proceeds from sales back into the main account. This can mean minor delays.

Credit		Debit	
Advance	60.00	Payment TMC	60.00
Sales	91.00	Stock	99.50
Post payment	20.00	Postage	48.67
C/F	37.17		
	<hr/>		<hr/>
	208.17		208.17

#### New Spares Secretary's report

Generally sales this past year have been about 20 per cent lower and is probably due to the general economic situation. We had a few quarter light rubber sets made and as the cost for these is getting somewhat ridiculous it will more than likely be the last! I have one set left. I have acquired some headlight bowl seatings which will help anyone undertaking a restoration. New stocks of points, rotor arms, fan belts and front windscreen rubbers have been obtained.

I have been the Spares Secretary for the past 30 years now so if there is someone out there who fancies taking over don't be shy! All you need is a spare garage or large shed and a lot of patience.

Income	2010	2011
Sale of Spare Parts	3278.05	2904.50
Bank interest	1.97	1.36
Expenditure over income	687.23	2089.57
	<hr/>	<hr/>
	3967.25	4995.43

Expenditure	2010	2011
Purchase of Spare Parts	2978.01	4069.47
Stamps/Carriage	245.55	516.63
Rent	320.00	320.00
Packaging/Printing etc	173.69	89.33
Loan/Credit repayments	250.00	-
	<hr/>	<hr/>
	3967.25	4995.43

Bank balance	2010	2011
Deposit account	3747.82	3000.86
Current account	1637.43	265.53
Cash in hand	--	29.29
	<hr/>	<hr/>
	5385.25	3295.68



## **Secondhand Spares Secretary's report**

There has been very little activity over the last year with enquiries mainly from the US where two carburettors have been sent and many queries by telephone have been answered.

About two weeks ago I had a visit from Brian Redshaw of Darlington. He is the owner of four Mayflowers, all to be kept within the family. He purchased many items, most of which were for Mayflowers '3' and '4' which are both recent purchases of his.

Generally at least the varied demand for odd items has managed to be met. Ideally of course it would be better if everything was kept under one roof but at present I hold the majority of spares and Fred Newman holds the remainder in Kent.

Whilst he was here we had an offer from Brian to take over the post of Secondhand Spares Secretary and would dispatch any future requests. I would like to accept his offer and so be able to retire from the position and pass the post on to him if he is elected in the election of officers coming up later. I intend to nominate him for the post.

The scarcity of spares is really due to the now rarity of "finds" of spares and cars for breaking and consequently stocks have not been replaced. I feel this could be helped with more of us using a "Sales and Wants" section in *Flower Power* and on the club website as most owners have collected spares over the years and unwanted items could be made available to members.

Present balance: cash in hand £111.00, in bank £217.78; total £328.78. I recommend that we pass a £50.00 float to the new Secondhand Secretary and the remainder to John Gogay to top up the main new spares account. (The Treasurer and the others at the meeting agreed this was sensible).

## **Rally Secretary's report**

The Chairman reported that the 2010 rally for the Triumph Mayflower Club was held as a joint rally with our friends from the Triumph Roadster Club. We only had six cars in attendance whilst the Roadster Club had over 60 cars. The venue was in the south of England in the home-counties and we had competition from an England football match. This led to our very low turn-out.

I believe that we have four possible options for our rally this year.

a) We can tag along with the Roadster Club once again. They are rallying on June 5 at Caton Abbey near Daventry, Northamptonshire.

b) We can approach TROC to see if we can rally with them this year. They are rallying at Blenheim Palace, Oxfordshire on Sunday, July 17.

c) We can approach the TSSC club to see if we can have a site within their International Rally which this year is in Harrogate, Yorkshire on the weekend of July 29/31. Many activities and facilities available including camping on site and local hotel and B&B establishments. An all weekend pass is available at about £20 per person.

d) We could choose another venue or show to attend or join, time is very tight now to do this.

## **Election of Officers etc**

The meeting considered the offer made by Brian Redshaw and accepted it subject to his confirmation of the offer. John Oaker to contact him to confirm he is happy to accept the position.

John Castle volunteered to stand for the post of Rally Secretary and Rob Overy volunteered to stand as a committee member primarily to assist the Rally Secretary

The other existing Officers all volunteered to continue in their posts as there were no nominations from anyone else. The committee members were all unopposed and volunteered to continue in post so the committee remains broadly as it was previously, apart from the three new members as above.

The Chairman suggested that a vote be taken on which rally venue the club should adopt. Many of those present at the AGM said they were unable to attend the June 5 rally and as this was felt likely to keep attendance low, the voters all chose between options b) and c) with each gaining five votes and one person abstained. The Chairman also declined to use his casting vote saying it was too close for him to call and he had a personal interest in option c) as he was already attending this show with his TR6.

He suggested the meeting discuss again under any other business

### **Any Other Business**

John Castle said that he would be prepared to review the detail for the rally options suggested by the Chairman and would make contact with the various organisations identified and would then recommend an option for this year.

Phil Benson confirmed that he has the old club gazebo, now in poor state, but that it could probably be used for another year if it could be got to the venue.

Phil offered to do a newsletter flyer in late April/early May giving details of the rally venue etc to the membership (once it has been confirmed) if he was provided with labels etc by John Gogay before he goes away.

Triumph World had run an article in January 2011 on the Mayflower Club. The general feeling was that the article was "disappointing", especially after members had given their time

### **DON'T FORGET THE RALLY SUNDAY 17TH JULY**

in providing background information during 2010 to help in the production of the article.

The Chairman asked everyone whether they were happy to have their addresses in the inside the *Flower Power* cover, or now wanted a shorter version that did not give full details. He asked anyone who wanted their details changing to contact himself or John Gogay.

He also noted that Peter Benfield was not being given a credit as "Life President" and asked John to rectify this in the next magazine and thereafter.

The Chairman closed the meeting just after 4.30 pm wishing everyone a safe and pleasant journey home and saying he hoped to see everyone again soon at one or other of the rally venues he was able to attend.

# **RIPON OLD CARS**

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**to be held at  
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A chance for Mayflower owners in the north  
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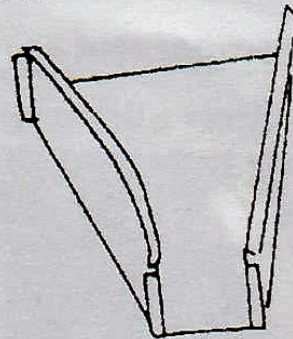
SILL £25.00



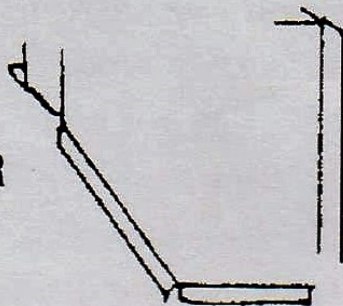
FRONT  
APRON £48.00



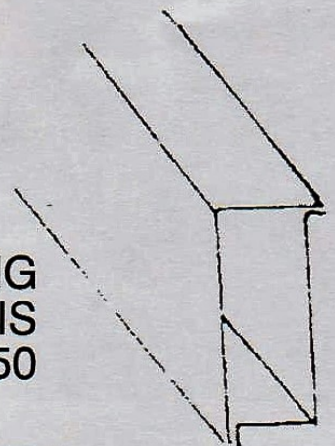
INNER  
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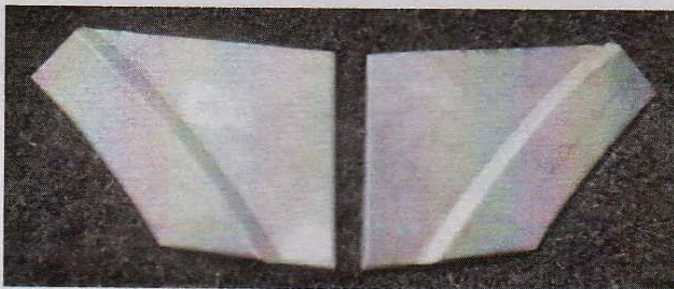
OUTRIGGER  
£10.00



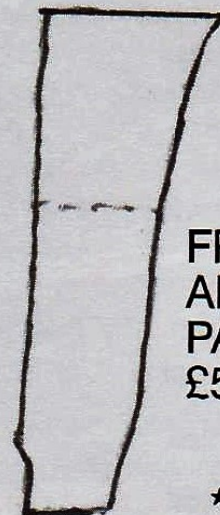
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