

Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2012 No. 141



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2012-2013

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts
Please check Flower Power or the club's website for any updates with regard to this changeover

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

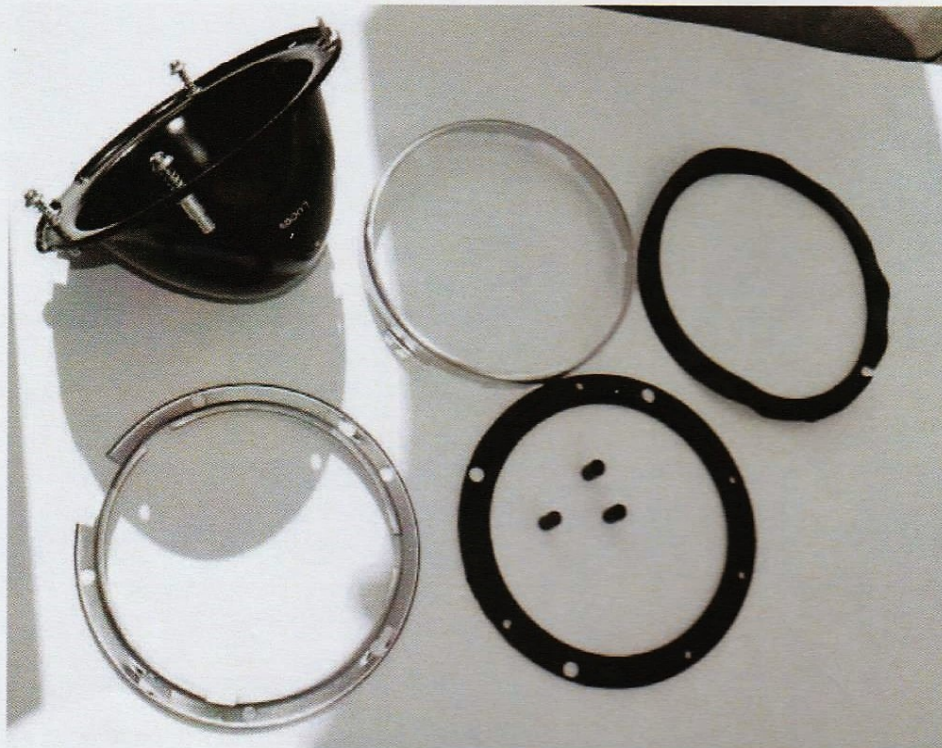
FLOWER POWER
CONTENTS

EDITORIAL	Page 2
LETTERS	Pages 2 - 4, 9 - 11
AGM REPORT	Pages 5 - 8
SELF SCRAPPING, article from DVLA	Page 8
RALLY NEWS	Page 12

Cover: View of Broughton Castle, the venue for the National Rally in conjunction with the Triumph Razoredge Club

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 comment . . .

Dear club members,

During the months before the previous magazine I received many updates, stories etc.. How different the last few months have been. I have only received one article . . . from Glenn Grossklags who lives in Chicago, many thanks! We wouldn't have had much in the magazine without you!

So a very thin magazine this time, one update only from the US, we have seen better times. Please keep on writing or just forward stories that might be interesting for our club members.

Without **your input** we cannot produce a magazine. Try to enjoy reading and please, please, keep on writing!

Very best regards
Nico ten Wolde

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1; December 1; and March 1 2013. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Letters

Good read

Hi Nico,

Just to say the spring *Flower Power* was a great read and what about the two stories about the car in Zimbabwe.

Have you got Bill Moore's contact details please and maybe I could fill him in a bit more about the cars history. It would also make a good follow up story in a future magazine. Keep up the good work.

Paul Norton

Can anyone help?

Dear John,

As a highlight Lance, June and I went to the South Central Regional Triumph meet in Broken Bow Oklahoma and the Flower was the highlight of the meet. Next we went to the 'First National British' meet in Hot Springs Village here in Arkansas and the Flower took 'Best in Show'.

I have a friend that just found a Triumph Estate Wagon that was still in the showroom of a 1950s Triumph dealer, the car was still *new* and had only four miles on the odometer. It still had the plastic on the door panels.

He was able to pick it up for \$8,000 and is now looking for any information on the car. If you have any connections please let me know.

Always, Leland Felix
Hot Springs, Arkansas, USA

If your friend could take a few pictures and e-mail them over I'm sure someone will be able to identify the Triumph

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finances by ordering
one for a spare
from the Spares Secretary*

Zimbabwe double ...

Dear John,

What an incredible coincidence that there should be two articles in *Flower Power* about Mayflowers in Zimbabwe. However, I have now checked the chassis and engine numbers of my 'new' Mayflower and it is the same one referred to in Paul Norton's letter in *Flower Power* 140.

I have attached a few photo's of my pair of Mayflowers in their newly built car port.

Regards
Bill Moore, Zimbabwe



*Bill's two
Mayflowers under
their new canopy*



New car museum in Tacoma, Washington, USA

Dear John,

Please find enclosed my dues to cover two years. I also belong to the Tyee Triumph Club here in Washington State.

We are having a new car museum, to be called the LeMay, opening in June, it will house over 500 cars, mainly American.

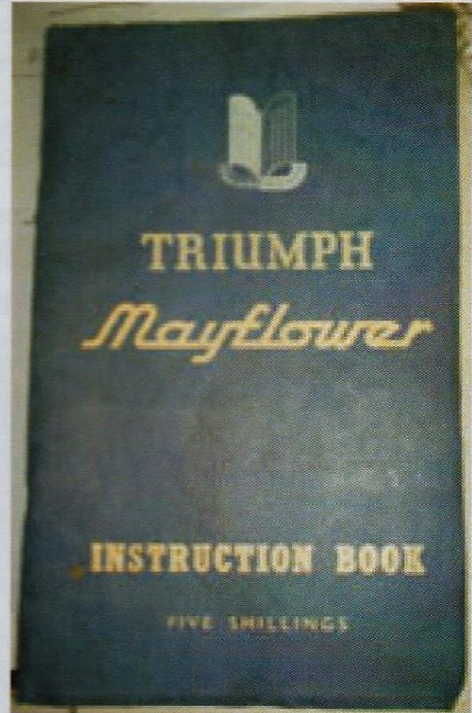
Our club was invited to some of our cars and I am pleased to say that my Mayflower will be on display at the first day of opening.

Le May collector of cars here in Tacoma, Washington, in fact all of the United States. He bought buildings all over to house his collection, which is believed to amount to over 2,500 vehicles.

I will send more information later on this year.

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

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AGM report

held at Holiday Inn Express, Walsall on Sunday, March 25, 2012

Attendees: P. Benfield; P. Benson; C. Brown; J. Castle; J. Gogay; C. Lungmass; J. Oaker; H. Pryor, Chairman (retiring); and B. Redshaw.

Apologies were received from: M. Barnsley; P. Burdge; S. Coulman; T. Gordon; Elva Marshall; F. Newman; and P. Norton.

The Chairman opened the meeting promptly at 2.00 pm and welcomed everyone and saying how nice it was to see again some new faces this year. 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:

As you are all aware I am not standing for re-election this year and so I would like to address this report to you all as 'My dear friends' because in the years I have been a member of the Triumph Mayflower Club that is what the membership has become to mean to me, 'friendship'.

Although we do not see each other from year to year I can be assured of a warm greeting when I see a fellow Triumph Mayflower owner even if I have not had the privilege to have met them before the welcome would be the same, friendly.

I became a member of this club in 1988, membership number 551, ominously my month and birth year. I did not know then that I had purchased a rare and some would say quirky vehicle, nor what I was getting into.

Five years later 'Mabel' (May Belle) my Mayflower as she became known to everybody was back on the road and taking me on a new journey to places and people I had not met before.

My first Mayflower rally attended in Mabel was Highclere Castle and it was to take me into a new world with our first win in the Concours, which incidentally we did for the next consecutive 10 years, something new again.

On leaving my first event with all that silverware and a huge smile I was smitten with Mayflowering for the seeable future.

My Mayflower committee career soon took off as I volunteered my services for the position of Rally Secretary which as a younger man I took on with 110 per cent enthusiasm.

I juggled my family, my business and Mabel and had a truly fantastic time over the years, some of the best times of my life in fact.

Stepping up the ladder to Vice Chairman I became a double act with Peter Benfield my predecessor. Mayflowering was at its peak. We were formidable. The committee were all as enthusiastic as we were and every committee position was filled.

We had excellent attendances for rallies, our Mayflower turnout hovered around the 20 mark for so many years but never seemingly breaching the number 21

Peter Benfield as he is known to the club but not to me, as he is always 'dad', retired and I became the Triumph Mayflower Club Chairman.

Sorry, this must sound like an obituary and not a report, but it is not an obituary, it is a brief account of my times in office with the club and the history of it to this point in time. For this is my last Club Chairman's report.

My time as Chairman has been reasonably quiet. The club for a short period now has experienced apathy in member activity and attendance and has seen committee members seem a little thin on the ground with some positions being vacant now for a few years.

Perhaps this is what we must expect after a high period or have we truly peaked out! I hope not. I would have loved to have handed over the reins to our next Chairman with things still on a high. Note I have said "Our" and not "The" because perhaps now is the time to mention that I am not leaving the club, just removing myself from office with the satisfaction that I have done my bit.

I have made no secret of the fact that my interests now are with the Triumph TR range, in fact I have three and am heavily involved in the TR Register as the North London Group Leader.

I would like to think that with enthusiasm and a few new committee members the Triumph Mayflower Club can once again rise from the lull we are experiencing presently to

greater things. The alternative is unthinkable and would be a huge loss to the Triumph movement. The 90th celebrations of Triumphs is happening next year in May. Perhaps that would be a good time to have a huge Mayflower turnout and remind the Triumph world what a great little car it is.

I endorse John Castle as my replacement in the 'Election of Officers' ballot for Chairman and wish him and the club well. I also offer my considerable Mayflower experience to call on should it be needed to the committee and members and I will see you all at the Mayflower Rally in July at Broughton Castle near Banbury.

The Chairman closed by stating that he hoped we would have volunteers to fill all committee posts from within the attendees today when we get to the election of officers later.

Treasurer's report:

(Given by Phil Benson on behalf of Paul Norton) The club continues to be in a very healthy financial state. Subscription renewals again suffered a little during the year against previous year. This was probably due to the ongoing effect of the financial situation prevailing across 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.

In line with other clubs, and having taken advice from some of them, we now have to cover the club and the officers for insurance purposes and as can be seen in the accounts for this year this is a significant item. We insure through a policy purchased by an FBHVC led national exercise and this probably represents best value for money available.

Worldwide membership

2006	2007	2008	2009	2010	2011	2012	
119	112	104	103	105	96	89	UK & Ireland
11	12	13	13	16	16	11	USA Canada
4	5	5	4	6	3	6	Australasia
5	3	8	10	11	10	8	Europe
1	2	1	1	1	1	1	Japan
1							India
	1	1	2	2	1	1	Africa
6	6	6	6	6	6	6	Honorary
					1	1	Life President

Membership Secretary's report:

This is my 19th Secretary's report and the number of members over the last few years is as follows: 1996 152; 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; 2008 139; 2009 139; 2010 145; 2011 134; 2012 124. Of the 124 members at the end of March, 100 members rejoined; 2 former members have rejoined; 7 honorary members; and 15 new members. Membership at the moment stands at 134.

Regalia update:

Fred Newman has sold his Mayflower and is resigning from the club to pursue his hobby within the one-make clubs for his other three classic cars. The regalia stock has been passed over to Malcolm Barnsley who has volunteered to take over the role if confirmed in the position by the AGM today. The committee thanked Fred for his services to the club.

Credit		Debit
Regalia Sales	£131.00	Triumph Account
Spares Sales	£70.00	Post/Packing
Brought fwd	£13.87	Stock
Carried fwd	£2.10	
	£216.97	£216.97

Postage includes one item to Australia (£30.00)
 Stock Take as at March 1st equates to £250 Retail
 Only secondhand spares now held by me: one engine (no cylinder head)

New Spares Secretary's report:

The year has been a quiet one regarding the supply of spare parts to members but we have acquired a few new lines such as headlamp

FLOWER POWER

bowls. A last batch of quarterlight rubbers were manufactured and were sold on a first come first served basis and are now virtually sold out. I have informed the committee that I would like to stand down after serving as Spares Secretary for the last 31 years. It has been an interesting time which I have enjoyed but now feel that its time to move on.

Secondhand Spares Secretary's report:

There has not been a lot of activity since I volunteered to take over as Secondhand Spares Secretary from Fred Newman last year.

I visited Fred in Kent during the year and collected about three crates of bits and pieces and we dumped some old stuff that was obviously not fit for any further usage.

At the meeting today I am confirming that I am happy to take over from John Gogay as New Spares Secretary. I have space available in which to store the spares.

<u>Income</u>	2011	2012
Sale of spare parts	2904.50	3751.10
Bank interest	1.36	1.28
Expenditure over Income	2089.57	—
	<u>4995.43</u>	<u>3752.38</u>
<u>Expenses</u>		
Purchase of spare parts	4069.47	2558.41
Stamps/Carriage	516.63	274.61
Rent	320.00	320.00
Packaging/tape/mags, etc	46.68	46.68
Loan/credit repayments	—	—
Income over expenditure	—	552.68
	<u>4995.43</u>	<u>3752.38</u>
Deposit account	3000.86	3002.14
Current account	265.53	1091.54
Cash in hand	29.29	29.29
Less uncleared cheques	—	—274.61
	<u>3295.68</u>	<u>3848.36</u>

Rally Secretary's report:

The 2011 rally was held at Blenheim Palace in Oxfordshire in July. We had a pleasant if damp day rallying with our friends from TROC (Triumph Razoredge Owners Club).

For 2012 we will again rally with TROC but in a more central location at Broughton Castle, near Banbury in Warwickshire. I hope as many of you as possible will come along, whether in your Mayflowers or not you will find a warm welcome at a beautiful venue. Sunday, July 15 at 12.00 noon.

Election of Officers etc:

Chairman: John Castle was proposed by Howard Pryor and seconded by Peter Benfield and carried unanimous.

Vice Chairman: Chad Brown was proposed by John Castle and seconded John Oaker and carried unanimous.

Treasurer: Paul Norton agreed to continue and was unopposed.

Secretary: John Oaker agreed to continue and was also unopposed.

Editor: Nico Ten Wolde agreed to continue and was unopposed.

Regalia Secretary: Malcolm Barnsley offered to undertake the office and was accepted by the meeting unanimously.

Rally Secretary: John Castle agreed to continue (Chad Brown volunteered to assist him) and was unopposed.

New and Secondhand Spares: Brian Redshaw offered to undertake both offices and was accepted by meeting unanimously. (Brian and John Gogay are to organise the transfer of stock from John's garage in Wilmington to Brian's premises in Darlington, probably in the late summer months. Please look out for information regarding this in *Flower Power*.)

Technical Officers: Malcom Barnsley, UK; Eddie Copson, UK; Steve Coulman, UK; John Lesley, New Zealand; and Larry Spouler, Canada; all agreed to continue and were accepted by the meeting.

Any other business:

The Chairman proposed a vote of thanks to Howard Pryor for his sterling efforts not only as Chairman but in his other Mayflowering positions over many years. He said that Howard would be a hard act to follow but that in his turn he would also strive to promote the Triumph Mayflower Club within the classic car movement, not only in the UK but throughout the world.

Self scrapping of Historic Vehicles

DVLA Press Office has issued the following statement on this subject

Vintage vehicles do not fall within the scope of the End Of Life Vehicle legislation whereby they must be taken to an Authorised Treatment Facility (ATF) and issued with a Certificate of Destruction (CoD). Vintage vehicles are classed as vehicles kept in a proper and environmentally sound manner, either ready for use or stripped into parts, and can include historic vehicles of value to collectors or vehicles intended for museums.

If a vehicle is broken up by the registered keeper they must tell DVLA that they are keeping the vehicle off the public road by making a Statutory Off Road Notification (SORN), until the parts of the vehicle that is left is taken to an ATF or tell DVLA that they no longer have the vehicle by filling in the V5C/3 part of the V5C, selling or transferring your vehicle to a motor trader, insurer or dismantler.

The vehicle registration certificate (V5C) is not mandatory to scrap a vehicle at an ATF, as the majority of vehicles presented to an ATF is from a third party, such as, vehicle traders, insurance companies and salvage operators.

However, if the V5C is available this should be presented to the ATF with the vehicle concerned.

If the registered keeper sends in the new red V5C (to DVLA) with an explanation that the vehicle has been scrapped, then DVLA will update the vehicle record with a notification of disposal to trade to a motor trader/insurer/dismantler to discharge the liability of the registered keeper. However, the vehicle record will not reflect scrapped.

**DON'T FORGET THE
NATIONAL
MAYFLOWER RALLY
Sunday July 15th from 10.00 am
at Broughton Castle
Banbury, Oxfordshire**

continued from Page 7

John Oaker proposed that Howard Pryor be awarded Honorary Life membership for his efforts. This was seconded by John Gogay and accepted by a unanimous show of hands.

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 at the rally in July.

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*Letters***Trip to Chipping!**

Dear members,

Having retired from work last summer, I decided that this year I would get NTA 178 into a position where she was both more usable and reliable.

Last year, we had set off to go to the Ripon Rally over the Pennines from Lancashire to Yorkshire on the hottest day of the year.

We were about two and a half hours out on our journey, just before the highest point of the route. As we climbed higher and higher, we started struggling with petrol vapourisation.

Pulling the choke out to try to overcome this only led to overheating. This in turn led to the exhaust manifold to exhaust joint failing and then to loud noise, loss of power and the engine boiling.

We put the handbrake on (on a very steep hill) and phoned the rescue services. They arrived within the hour, got us safely into a lay-by and organised transport to get us home. Well done RAC boys. Hence the desire to sort out the reliability.

The exhaust gasket duly arrived from John Gogay and was fitted. Engine would now run again. First thing I decided to do was to rebuild a different old carburettor I had and change the one on the car as I had never been a 100 per cent happy with the original one since it went on the car during the renovation.

The new one was much easier to tune and the engine seemed to be running much more sweetly. The next task was to reroute the petrol pipe in modern flexible pipe around the rear of the engine compartment

rather than in the old steel pipe around the thermostat etc.

While doing this I took the opportunity to put in an in-line paper filter as I had noticed that some fine silt deposits were still accumulating in the float chamber of the carburettor I removed. Perhaps that was the real cause of the original carburettor tuning issues?

Having done all this work I have also used the car much more — both on lengthy test rides locally and more recently booking into a few car shows in the area.

The first one I went to was the Chipping Steam Fair which is in a beautiful village in the Trough of Bowland near Clitheroe. This is a really lovely part of the 'Dales' countryside with fantastic picture post-card views everywhere you look.

This show had just about everything: tractors a-plenty; cars; steam engines; commercial vehicles; fun fair; bar; free camping for exhibitors; evening entertainment; scenery; friendly organisers; and even brilliant weather (it rained last year so not guaranteed). If you can make it next year get it on your list. I'll be there again.

*Happy Mayflowering
Phil Benson (409)
Preston*



Letters

Hello from Chicago

Hello Nico,

We are having a beautiful spring. Mayflower was out of storage in March and is running well. Mostly short trips so far and I hope to get some serious miles on later this summer going to our lake cottage.

The engine temperature seems to be under control but coolant seepage has developed at the head gasket (again). As long as it stays seepage, I can live with it.

There are no Mayflower gatherings in the US so I show up at other club meetings and usually get most of the attention since few have ever seen a Mayflower. Great fun.

Last weekend a friend invited me to join members of the "Woody" club at his shop/garage. Several American cars with external wood trim were there. All beautiful.

One person was driving a Chrysler that his grandfather had purchased new in the early 1950s. Listening to the stories of the maintenance required to keep these cars looking good I can see why they fell out of favour. Can you imagine a modern car owner having to sand and varnish all of the trim once or twice a year?

It is amazing the size difference in American cars of that era and the Mayflower. The Mayflower would almost fit into the trunk (boot).

A few photos are attached that are mostly Mayflower but you can see the Woody's in the background. They are marvelous monsters.

Here's to a season of good driving.

Glenn Grossklags (787)
Chicago, IL, USA

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Many thanks to Glenn for his pictures of "Mayflower" with some of the "woodys"



National Rally and other rally news

By John Oaker, General Secretary and John Castle, Rally Secretary

THE CLUB IS pleased to announce that this years rally will be held in the grounds of Broughton Castle, near Banbury, Oxfordshire, OX15 5EB on Sunday, July 15. Members can arrive there from 10.00 am onwards. The judging will begin at 12.00 noon.

This will follow last year's format of sharing the event with the Triumph Renown Club (TROC), something that always happened during the 1990s. The club is hoping for a good turnout of cars and members. You would be most welcome with or without your Mayflower this is a case of "the more the merrier."

Admission to the grounds is free for members and their cars, however, there will be a charge if members wish to visit the stately home.

There will be awards for the best presented Mayflower and three runners up, as well as an award for the car travelling the greatest distance to appear at the rally. There will also be a back seat memorabilia competition based on "The Mayflower Years." There will also be an award for the Best Visiting Classic. The rally will end with the usual presentation of awards.

As previously circulated, Howard Pryor, Peter Benfield and their wives will be dining in the restaurant of the George Hotel, Shipston-on-Stour (CV36 4AJ) on the evening of July 14, a pre rally meal. Any members wishing to share this occasion with them, please contact the George Hotel (01608 661453) to make your reservation and mention that you wish to be part of the Triumph Mayflower Club pre-rally meal.

The Triumph Renown Club is using the Queen's Jubilee as a theme, with members and cars dressing up appropriately. They have invited our members to share this with them, if they so wish.

If you are able to help on the day please contact our rally secretary, John Castle, on either 01455 613041 or via e-mail at john_castle@btinternet.com and talk with him about your offer of help and time. John is also

looking for suitable raffle prizes, if you have any, please contact him.

Coventry Motor Festival

The Coventry Motor Festival is to be held on August 25 at Stoneleigh Park, Warwickshire CV8 2LZ (National Agricultural Centre).

Members are invited to attend. There is no competition etc, just a static stand with other classic cars. There is no charge so just come and enjoy!

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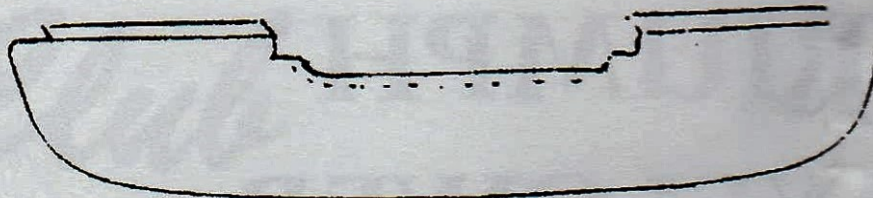
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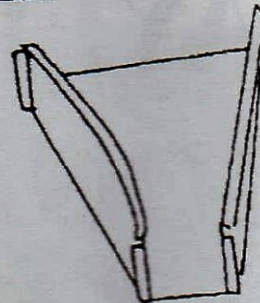
SILL £25.00



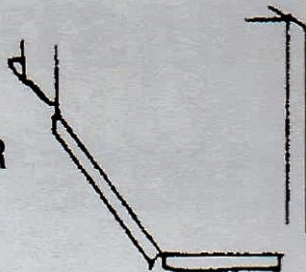
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APRON £48.00



INNER
SILL £7.50

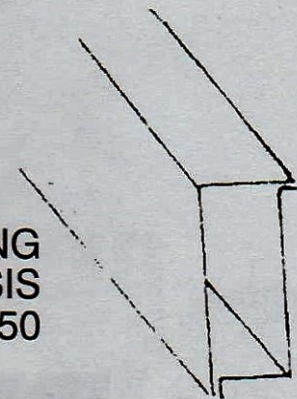


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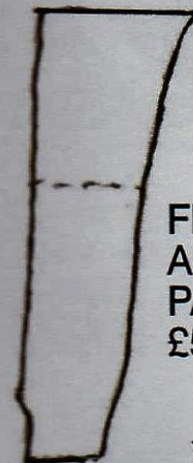


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Worldwide Membership

**TRIUMPH
MAYFLOWER
NATIONAL RALLY**

to be held at

**BROUGHTON CASTLE
BANBURY, OXFORDSHIRE**

on

SUNDAY JULY 15th

Commencing at 10.00 am

Judging begins at 12 noon