

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2009 No. 128



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2009-2010

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SECONDHAND SPARES	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
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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: Mayflower belonging to Mac Wilds of Samuel's Rest, Shedfield, near Southampton. He is after a front windscreen if anyone has one to spare, he can be reached on 01329 832213

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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Colours available:

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Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15

Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE REGALIA SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Due to the ill health of our acting Editor there is no Editorial Comment in this edition. We hope Phil recovers soon.

Letters ... and E-mails

Irish Mayflower

Dear Phil,

Enclosed please find some items I copied from *Irish Motoring Life*. It would appear that the Mayflower was not available in Ireland in 1950.

It is claimed in the text underneath the picture of the Mayflower that it is in fact the first one.

Copy dates

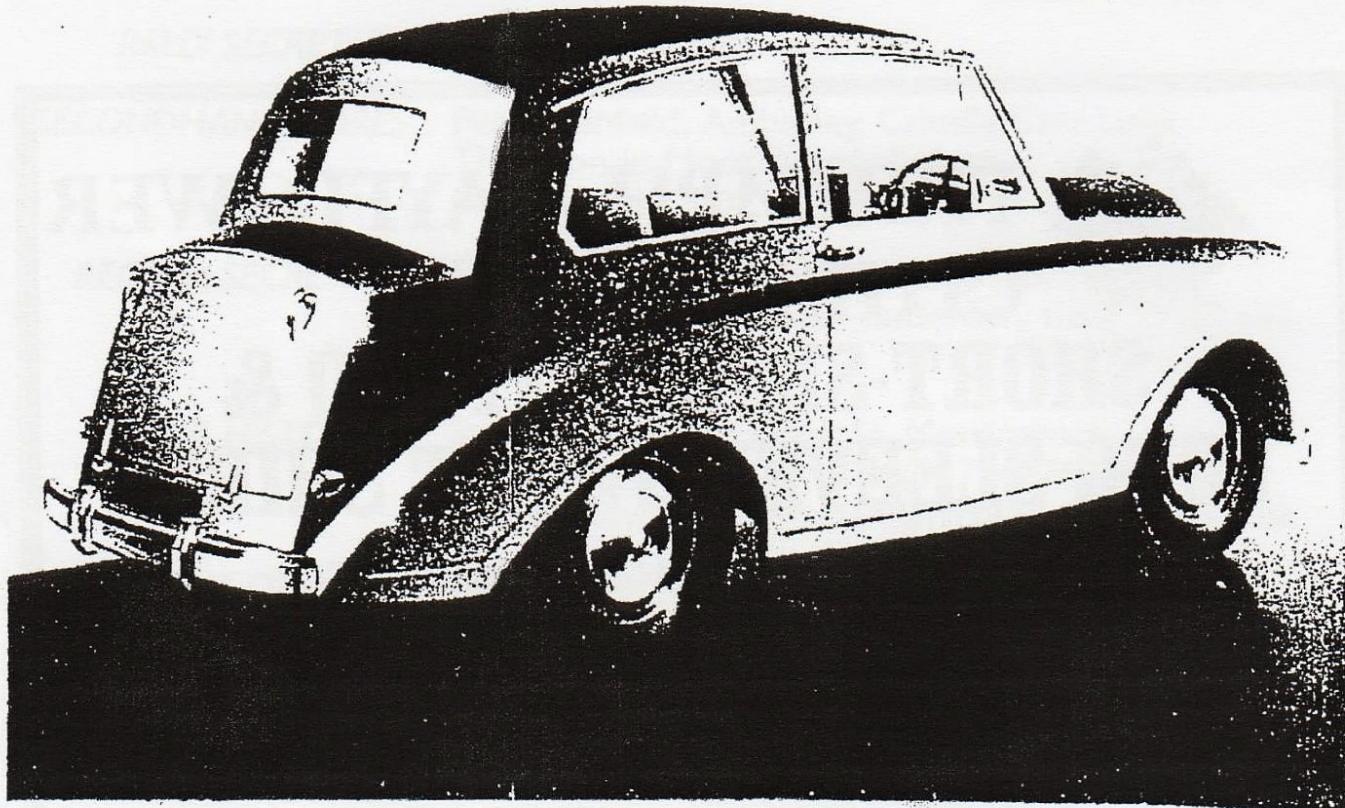
Copy deadlines for the next few issues of *Flower Power* are: June 3; September 1; and December 1. All correspondence should be sent to Nico ten Wolde or John Gogay by post or by e-mail.

The front cover of the December issue of the magazine displayed the Mayflower, unfortunately the covers of all the issues from which I sourced the material had been removed!

There is a full report on the Mayflower in the October 1950 issue. I shall forward it to you and you may be able to use part of it in the *Flower Power*.

Incidentally the magazine ceased publication in the 1970s, I think!

Yours, Harry Mulcahy (1032)
Kealkill, Bantry, Co Cork



MAYFLOWERS AT THE HORSE SHOW

Visitors to the Horse Show will have the opportunity of seeing the first Triumph Mayflower. The chassis number of the maroon model is T.T. No. 1. Assembly of the Mayflower (10 h.p.) is due to commence at the Dublin factory of McEntegart Bros. Ltd. this month and while the price is not yet fixed it is expected to be highly competitive.

The Mayflower is the best looking small car to come out of England since before the war and on a preliminary examination we were impressed by the attention to detail and the general finish of what promises to be a hit with Irish motorists.

(Full description in next issue)

*Letters
... and E-mails*

Update from Clarion ...

Hi John,

Good evening to you. Trust the world is treating you well.

Work on the car is progressing very nicely, it is in primer and looks great, all metal, no filler, all probably better and stronger than new.

I need some help! TT20192 outside door handles have a small, flat, triangular cast piece that passes thru the door skin that fits under the front of the door handle. TT 6215, our parts car does not have these. The handles floated or were free at the front. I need one of these triangular pieces as a pattern. If you can supply or advise a source, it would be most appreciated.

It seems odd that most of my time now is spent looking for parts as re assembly is taking place. I thought I had done a good job of labelling, but!!! Eventually, will run out of parts and the car will be done.

Word about town is that she will be the best looking Mayflower in Clarion, PA, and she will be (also the only one but that does not count).

*Have a great evening, regards
Russ Hoenig (1035)*

RIPON OLD CARS

present their

15th CLASSIC CAR GATHERING

to be held at

RIPON RACE COURSE

on Sunday 26th July 2009

Gates open at 10.00 am

Proceeds to:

Stroke Association
and other local charities

Flower Man

A question on overheating ...

Perhaps you could help me by putting me on to whomever could assist with a technical query. Harare is at 4,000 feet so water boils at a lower temperature which may be part of the problem. FCK 895 was completely rebuilt prior to it being shipped to Zimbabwe but I have a recurring overheating problem. The latest mechanic to look at this says it is not 'really' overheating and suspects the pressure valve on the radiator needs replacement. This doesn't sound right to me. My Dad, who I inherited the car from, had lots of overheating problems which related to head gaskets blowing but the mechanic insists the head gasket is fine.

* * *

As a central heating engineer I suddenly hit upon the problem and remembered lazy water.

Water will always take the easy route and as such if the radiator is even slightly blocked, or even the water ways, then the water will go around the by-pass because the water pump does not have much pumping power in reserve.

Modern fuel makes all engines run hotter which is why the problem is more pronounced than in years past, another reason is the type of thermostats that are needed for the Mayflower and other old cars are not available any longer - these are the type shown in the big black workshop manuals which have a sleeve which moves to block off the bypass when the engine is warm.

That is the problem - the cure is to reduce the by-pass orifice, I did this by chemical metaling a 10mm copper pipe in the by pass orifice - problem solved - by restricting the by-pass the water has to travel through the radiator.

A long article was done on this a few years ago with diagrams, if you have any more problems we can look that out for you.

Another Mayflower web site

by John Gogay

FOR THOSE members who are not connected with the internet I have put together some of the interesting pieces from Robert Gannon's web site.

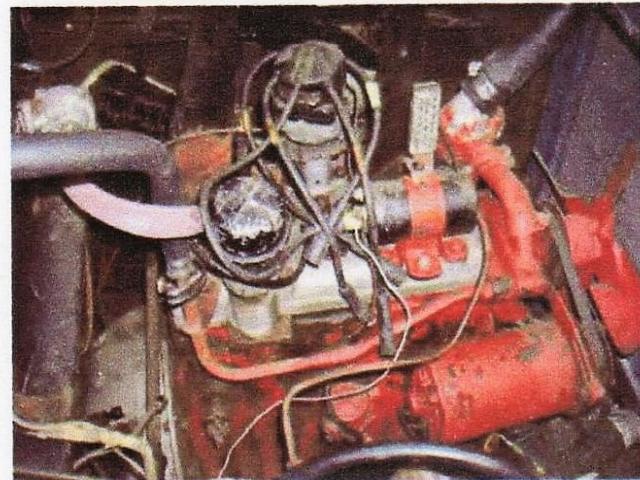
Robert joined the club only a couple of years ago and is in the process of restoring his 1949 Triumph Mayflower. What now follows is from his site:

Well, it's not really about me but more about what I enjoy. And that's basically cars, especially little British cars with some age. You know the ones everyone jokes about.

"How can you tell it's a British car? . . . it's sitting on the side of the road."

"It has Lucas switches . . . dim, flicker and off!"

Oh come on they're not really that bad. It's all about looking after them and for Pete's sake,



The engine ready to be stripped down

Below: Robert's Mayflower before the start of restoration



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drive them as much as you can! As you go through my site, you will see how much I put into them. Yes, I do need a life, but really this is really fun.

This will be my third web page as with everything in life, things change.

Please enjoy looking around and if you feel inclined use the guest book and drop me a comment. Continue to visit because there will be updates all the time.

Interior

I refurbished the interior panels, using leather hide, hardboard, foam padding and contact cement.

First, I cut out the new panel using the original panel as a pattern, out of 1/8 inch hardboard. I pre drilled the holes for the rear side glove boxes and punched out the holes which will hold the clips when being installed into the car.

After pre inserting the bolts for the glove box, I attached the padding with 3M spray glue, trimmed the edges with a slight bevel. Next the panel was positioned on top of the leather, which I had pre cut to shape.

The contact cement was applied to the board and the edges of the hide. Using the tab method, I attached the hide to the board,

The glove box was attached from the rear side and fastened using the pre inserted bolts and brass nuts.



Letters ... and E-mails

USA subscriptions

Dear Joan and John (Gogay),

How is everything in the UK? Sorry I have not e-mailed in quite some time. I do think about you though.

How are the grandkids? Didn't you have another one recently?

Having fun at the car shows. Won a huge trophy for best foreign special interest.

Recuperating from rotator cuff surgery. Horrible therapy.

Anyway, I think next month is dues time. What should I mail you in a check and to whom? The pound has gone down recently.

Maybe it will be less this year because of the exchange rate. Please let me know, so I can send it.

Hope your weather has warmed up somewhat. Maybe one time you will take a Route 66 trip out when you are over in the US. We have room for you to stay.

Stay well and warmest regards,
Gloria and Stew (938)
Los Angeles, California, USA

Well Gloria and anyone else who pays their subscriptions in US dollars will be pleased to hear that their dues have indeed gone down. Next years rate is set at \$42 (made payable to J. Gogay, who transfers it to the club account) — Ed

A note from Fife

Dear John,

Thank you for the rapid delivery of core plug and Parts List, enclosed is a cheque. I had the gearbox out as the clutch was slipping, it was gear oil on it as the gearbox front bearing is worn. I had another gearbox which was okay. So washed clutch in petrol as it still had lots of

wear on it, everything is working okay now. Roll on the summer!

I have replied to John Oaker's letter, afraid I'm of no use to do anything for the club. No computer, had a stroke, 72 years old, a thick tractor engineer, retired. A Mayflower owner, could be worse!

I do pray that the club gets all sorted with some new members helping to ease the strain. The present committee have done a wonderful job for a long time. A big thank you from me to you all.

My next job is to get Forbes Alexander's Flower back on the road, it has been off for two to three years now. Don't know what condition it's in, will find out next week!

Well that's my blethers for now, I wish you and your family all good health and happiness for 2009

Kind regards
Ian Watt (792)
Inverkeithing, Fife

Talking of tractors

The Triumph Roadster Club newsletter corrects the misapprehension that there is/was a connection between the Triumph Roadster and the Little Grey Fergie. The Ferguson tractor had been in production at the David Brown factory in Yorkshire since 1936 as the Ferguson-Brown and in the USA where it was the Ford Ferguson.

They tell us that 1946 production was moved back to the UK into the Banner Lane plant of the Standard Motor Company. This tractor was referred to as the TE20 (Tractor England, two-litre engine).

The engine was based upon the then new Standard Vanguard block but with many differences required to meet the especial requirements of the tractor.

Don't forget to
pay your
ANNUAL SUBSCRIPTIONS

Minutes of the Annual General Meeting held Sunday March 29 2009

The Vice Chairman opened the meeting at 2.00 pm and welcomed everyone to another new venue, the Express Holiday Inn, Walsall.

Formal apologies were received from Phil Benson, Ron Hart and Terry Collinson.

Vice Chairman's report

It seems that wherever you look in this present world there are problems, financial problems causing havoc to a huge number of people's lives, seemingly unfair monetary deals done by the would be banking experts could be only a small part of what could be on the horizon to come for the future. Religious belief problems and the wars that rage because of them in Afghanistan and Iraq, I do hope that you are untouched by all this misery but somehow I doubt that all of us will get by without knowing someone who has lost a job in this financial climate or lost a loved one in the war abroad.

Which all seems to bring into insignificance the small problems that the Triumph Mayflower Club has been facing recently. Unfortunately however small the problems may seem to the outside world they are again huge to us, the committee members of the Triumph Mayflower Club.

I would like to remain positive until I have heard the report from our Membership Secretary John Oaker who happened to have told me in advance of this meeting that our membership numbers are holding steady at 139 fully paid up members, which is apparently the exact number we had in 2007/2008 which is indeed very good news. Being a small club it is surprising how steady our numbers have been over the years, I think we topped 155 some years ago and to date most car clubs are very worried about falling membership and embarking on huge recruitment drives to boost them, we are indeed fortunate that although we have lost a few members we are better off than the majority of car clubs.

So why the gloom, well as you are probably all aware the present committee have served you all well for some considerable years and we were hoping to attract new blood via the postal canvassing carried out by our club secretary in recent months which judging by the

preliminary results given to me just after Christmas did not look at all promising.

It seems you are all busy people by the replies that were received all bar a couple that did have some promise, which will be revealed to us here soon, I hope. But the majority consensus was that most people could not fit in any more activity into their present lives.

A number of committee positions remain vacant as we start this year, starting at the top with Club Chairman, vacated last year by Peter Benfield who had served extremely well for 11 years I believe. Now in retirement at the age of 80 we have bestowed upon him for his invaluable services to this club the position of Honorary Life President.

The position of Rally Secretary, left vacant by the unexpected resignation of Eddie Copson who has now sold his car and wanted to leave the club, also has to be filled.

We have had some good times in the TMC and with that it goes without saying that we must have some bad to balance out statistics but I remain optimistic about the future and look upon our quest for new committee members as a challenge. I firmly believe we will overcome, hopefully in our not too distant future, and good luck and a following wind, I hope again that at least one of these positions can be filled today.

I have admitted in the past that my main interests now are in a slightly different direction still with Triumph cars but a different model and it is that interest which takes most of my spare time. However I have no intention of turning my back on the TMC I shall do my best to get us out of this problem and until I do I will be here, on this committee, working on your behalf.

We shall hear from John Oaker regarding the results of our member's survey but please think of this, without your support we are fighting a losing battle and the end is unfortunately inevitable for this great club and the Triumph Mayflower, that fantastic icon, love it or hate it, of a bygone era may just slip into obscurity and be lost forever.

Membership Secretary's report

This is my 15th secretary's report and I think that this year I have written more letters or emails to and received more from more members than at any time during the last 15 years. The main theme in this correspondence

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was "The state of the club and sharing ways forward". I was very pleased with the response and being able to share members' ideas and offers of help. You will see by looking at the front page of this edition of *Flower Power* that new faces have appeared above the battlements.

Members' support is still welcome and please feel free to contact the club with offers of help in matters Mayflower. I was amazed that our members had so many different and diverse time commitments and pastimes. As someone recently retired I do understand the problems that many of you have in attending rallies and meetings, and offering time. I have never been so busy!

Some of your suggestions are scattered amongst the other agenda items, to be discussed when and where appropriate. The membership numbers show cars new to the club continue to be found. Registration numbers familiar to my records as living in the UK turn up with our European, USA and Canadian members.

Number of members

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	2008	139	2009	139

Of the 139 members, at March 31 2008, 110 members rejoined, five former members have rejoined, six honorary members and 18 new members. The records for 2009 show 139 members as of today, the same as last year.

	2003	2004	2005	2006	2007	2008	2009
UK/Ireland	115	105	109	119	112	104	103
USA/Canada	14	12	15	11	12	13	13
Australasia	2	2	4	4	5	5	4
Europe	6	5	7	5	3	8	10
Japan	1	1	1	1	2	1	1
India	0	0	1	0	0	0	0
Africa	0	0	0	1	1	2	2
Honorary	6	6	6	6	6	6	6

Treasurer's Report for 2008/9

The club committee has often discussed the merit of taking out insurance to cover possible liabilities arising from our activities as a club.

At the last AGM it was decided that we should insure against certain risks including public liability, product liability to cover sales in the UK and Europe, employer's liability required to cover helpers, committee, etc when working as club 'volunteers'. The accounts include payments for a part-year premium to

cover from May 2008 to January 31 2009 and the full year premium to cover the club from February 1 2009 to January 31 2010.

The club sought out competitive insurance quotes and decided to insure through the FBHVC (Federation of British Historic Vehicle Clubs) umbrella policy.

The debate as to how we cover against any unlikely but possible product litigation from USA and Canada remains an open question as we approach the current AGM.

Other one make classic car clubs such as TROC have become more formal organisations than ourselves with legal standing as companies and have thus protected their club officers by separating them legally from the club responsibilities. Perhaps this is one way to go.

An alternative approach we might consider could be to stop supplying spares to the US and Canada. However difficult that might be to members over there. The third option might be to insure against product liability in the US and Canada. This would cost a very significant sum. Could this be recouped from a North American spares handling charge or from an increased subscription for North American members? Whatever the outcome I'm sure we are in for an interesting session at the 2009 AGM.

The club continues to be profitable and has issued three *Flower Power* magazines and an annual rally newsletter and an AGM newsletter during the last 12 months. This has about satisfied our aim of sending out four *Flower Power* magazines each year. The quality of the magazine continues to be reasonably high when compared to the offerings of other clubs of around our size with a maximum of around 150 members at any one time.

The Membership Secretary does not appear to have claimed any postal and other expenses during the current year. This probably reflects how busy he has been. I suspect he will pass on a collection of receipts at the AGM which will then be paid for out of next year's accounts. Some small distortion of the accounts this year and next to get back into line may be observed.

I would like to tender my resignation as Treasurer at the AGM on age and health grounds. I hope someone stands as Treasurer and is elected at the AGM. I will assist them in whatever way I can to pass on the accounts and the Excel template and any training required to effect a smooth handover with as little disturbance as possible.

New Spares Secretary's report

The sale of spares was more or less the same as last year and bank interest similar. Purchase of spares was up with rear window rubbers being the main item. Front windscreen rubbers are in progress.

<i>Income</i>	<i>2008</i>	<i>2009</i>
Sale of spare parts	4263.92	4538.80
Bank interest	62.34	55.50
Expenditure over income	--	185.44
	4326.26	4778.74
<i>Expenses</i>		
Purchase of spare parts	2963.63	3723.82
Stamps/carriage	792.51	682.92
Rent	320.00	320.00
Packaging/tape etc	70.66	--
Loan/credit repayments	10.00	--
Income over expenditure	169.46	--
	4326.26	4778.74

Secondhand Spares Secretary's report

Over the last year there has been a rapid decline in the request for spare parts. Only four requests, two of which were supplied by Fred Newman. From this it can only be assumed that there are not too many restorations taking place with new members purchasing their cars from members desiring a change.

The present balance is: cash in bank £143.78; cash in hand £160; totalling £303.78.

Regalia Secretary's report

No improvement in sales this year, both regalia and secondhand spares were down. Pens and diaries purchased, the diaries were well received. Stock as at March 29 equates to £376. Secondhand spares held are selling infrequently, all involve numerous phone calls and some of the stock is of dubious quality.

<i>Credit</i>		<i>Debit</i>	
Advance	295.00	TMC account	144.00
Regalia sales	97.50	Diaries	191.71
Secondhand	116.50	To Treasurer	70.00
Brought fwd	50.36	Stock	100.00
		P/packing	35.00
		Carried fwd	18.65
	559.36		559.36

Election of Officers

Chairman: There was no one willing to take up this office.

Vice Chairman: Howard Pryor stated that he would be willing to continue for another year.

Membership Secretary: John Oaker said he was willing to continue for another year but was looking forward to retiring, hopefully next year.

New Spares Secretary: John Gogay was willing to continue.

Treasurer: Thanks were given to Phil Benson for acting as Treasurer for many years. Fred Newman then proposed Paul Norton as Treasurer, this was seconded by Steve Coulman and carried.

Rally Secretary: There were no takers for this office.

Secondhand Spares Secretary: Peter Benfield said that he was willing to continue. To help keep some spare parts which otherwise might have to be scrapped, Steve Coulman offered a storage unit at no cost to the club. This was gratefully accepted.

Regalia Secretary: Fred Newman was also willing to continue.

Historian: Steve Coulman was also willing to continue.

Magazine Editor: Nico ten Wolde from Holland having volunteered was formerly proposed by Howard Pryor and seconded by John Oaker and was duly carried.

Technical Officers: Malcolm Barnsley, Larry Spouler, Peter Benfield and Steve Coulman were appointed.

Co-opted Members: Maurice Wilkes and Clive Lungmuss were appointed.

As a useful contact the committee recommended Robert Gannon who is taking over the website.

Rule changes

The Membership Secretary proposed the following changes to the rules: 4. c) ii) a retiring Chairman with over 10 years continuous standing shall be asked to accept the title of "Honorary Life President", or retiring Official with likewise service be asked to accept the title of "Honorary Life Member", both with full committee membership rights. 8. a) i) add: It is expected that officers report annually on their role within the TMC at each AGM. ii) The committee shall meet at least once a year, in addition to the General Meeting. These were duly seconded by Howard Pryor and carried.

Following these changes John Oaker proposed Peter Benfield as a "Honorary Life

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President", this was seconded by John Gogay and carried. John Gogay then proposed Phil Benson as an "Honorary Life Member", this was seconded by Steve Coulman and carried.

Insurance

The question of liability insurance for North America was put on hold to enable the committee to make legal enquiries.

Improvement ideas

The committee ask all members to give consideration to improving the club, any ideas should be sent to John Oaker.

Any other business

Howard Pryor asked the committee whether they thought that we needed to increase the annual membership subscription. A discussion took place the outcome of which was to ask the Treasurer to carry out a general audit and if it

proved necessary to increase the rates it would be proposed next year.

Peter Benfield gave details of the Ripon Old Cars Fun Day (which appear in *Flower Power*).

John Gogay asked that all members help the new editor in his role by sending their letters and other articles to Nico ten Wolde by e-mail as he lived in Holland. To save on postage if anyone had photographs etc they could send these to him (John Gogay).

John Oaker stated that he had run out of Membership Cards and in consultation with John Gogay they felt that the cost of these could be saved by just supplying a receipt slip. This was agreed by the committee.

Fred Newman informed the committee that he had some new sweat shirts from a different supplier.

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.

NEW STOCK OF FRONT WINDSCREEN & REAR WINDOW RUBBERS

Now available from The Spares Secretary



Committee members at the AGM, standing from left to right: Maurice Wilkes; Fred Newman; John Oaker; Clive Lungmuss. Sitting: Howard Pryor; Peter Benfield; John Gogay; Paul Norton and taking the picture was Steve Coulman

*Letters
... and E-mails*

One answer on overheating ...

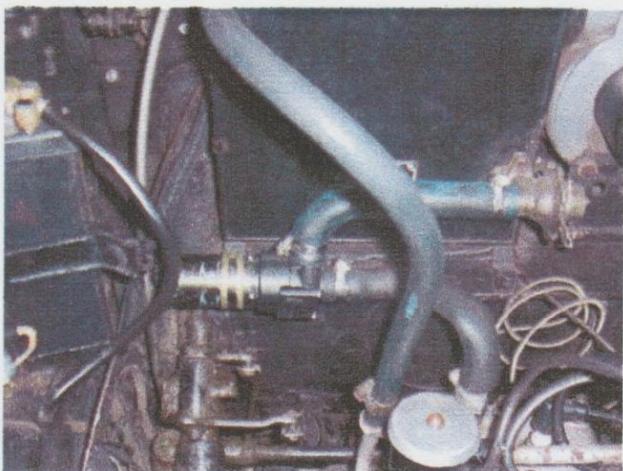
Dear John

I hope everything is fine, I have seen in the last Mayflower magazine that you are looking for people to help in the club.

I am interested to do some work in the club, so let me know where you need some help (spares or something else).

But now to let you know how I have fixed the overheating problem, as you know the car always overheats when the car is standing still and the gasket blows.

I have installed a little electric water pump from Bosch into the water hose to the heater and with a thermostat switch, so when the car is

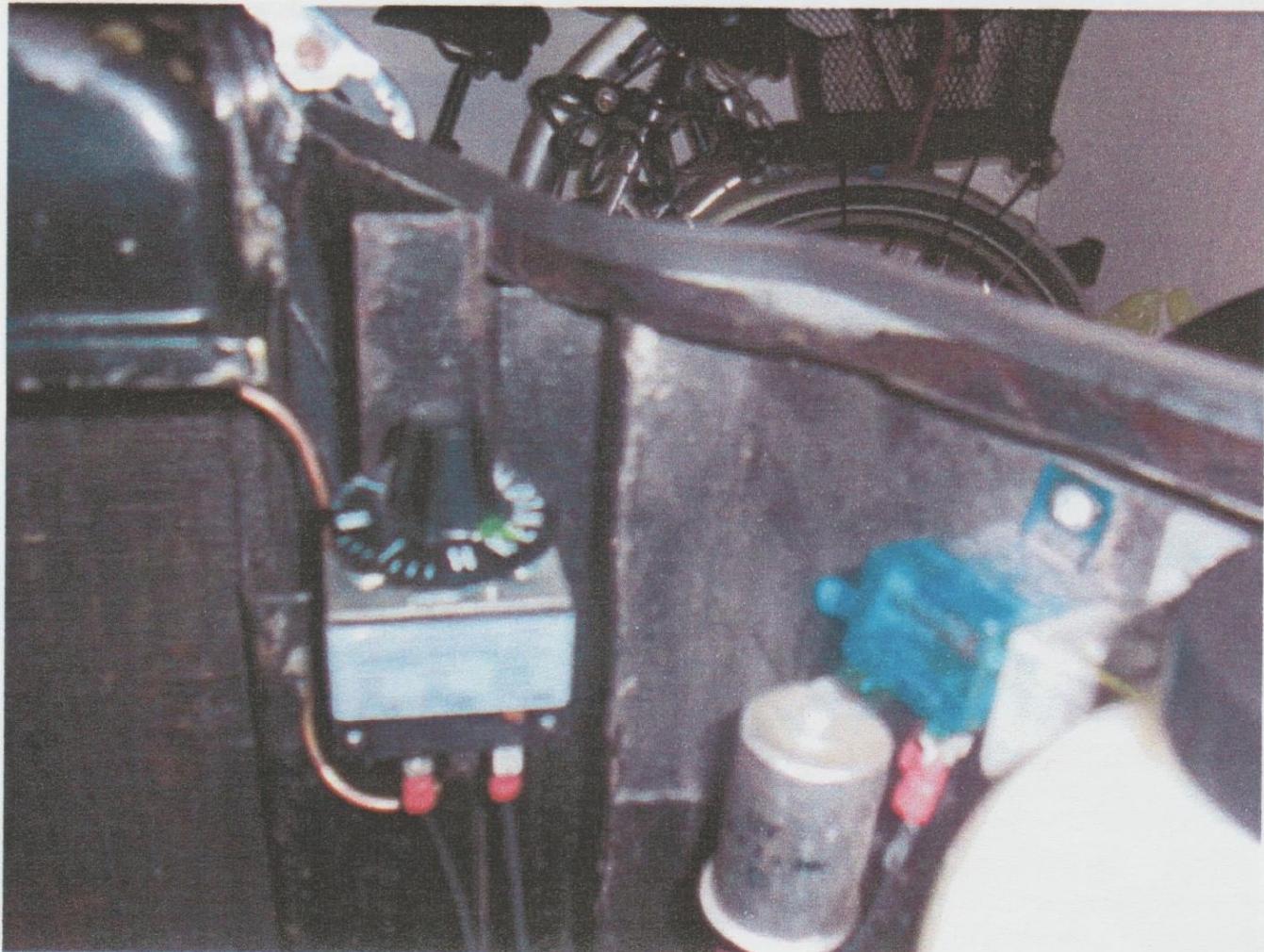


View of the pump in the heater hose

standing the little pump works as long the motor is hot. I will send some pictures.

The pump is Bosch Number 0392 020 024, I have used a thermostat from Kenlow the rest you see in the pictures.

*Best regards
Ralf Krupholter (1049)
Bielefeld, Germany*



Another view of the pump

Letters and E-mails . . .

Cornwall restoration, year three!

Dear John,

Two years ago I sent in my first article on the restoration of XRL 964A. It appeared in the 2006 winter issue of *Flower Power*. After describing the work done to that date, I optimistically wrote that I hoped to complete the project over the following two years. Now, at the end of those two years you can see from the photograph that although considerable progress has been made, much more remains to be done.

Since the previous article I have obtained from Mr. J. Collier inner and outer sills, outriggers, front wheel arch splash panels and bottom front wing patches. These have been welded in place by a local garage with additional patches welded into the chassis in a couple of places.

Having previously removed bonnet, doors, boot, radiator, grille, seats and all windows except the windscreens. I was able to strip the painted items, treat for a little surface rust here and there and give them a coat of primer to preserve them. I also stripped the window winding gear and door locks for refurbishment.

Following the return of the car the electrical wiring throughout was removed and retained for future reference when a new wiring loom is obtained. The brake pipes and petrol pipe were also removed and again kept as patterns for eventual new replacements.

Having borrowed a friend's engine crane I removed the engine leaving the gearbox in situ. The head having been in place for the last 55 years, decided that it did not want to part company with the block, and despite various methods of removal proved to be beyond my powers and remains in place.

I have decided to leave this for local engineers to remove when the engine is rebuilt. The head is badly warped with the threads in the plug holes completely stripped so a replacement head is needed. Any member having one surplus to requirements or know-

ANNUAL MEMBERSHIP 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 (Membership Sec.)

Any overseas members wishing to pay in US dollars (\$US42.00) should make it payable to J. Gogay
Your prompt payment will help the club reduce costs

where I can obtain one can contact me on 01209 715325. Any help in this direction will be greatly appreciated.

With the engine removed the extraction of the windscreens was the next item to be tackled. This proved as obstinate as the head and eventually, having obtained new windscreen rubbers, I took the cowards way out and cut the rubber around the screen from the outside enabling me to run a fine blade around the glass from the inside freeing it from the inner rubber still left.

The screen then lifted out in seconds enabling the inside rubber to be easily removed. This enabled me to see the reason for the screen's original reluctance to move.

The various recesses in the bodywork for the rubber were filled with a concrete hard substance, presumably some form of bostik which over 55 years had become absolutely rock solid. Hours of digging, scraping and sanding eventually cleared out the mess enabling me to treat the surface rust and give the area a coat of protective primer.

Engine bay

The engine bay has now been cleaned and painted and a gleam of daylight is now beginning to appear.

I have forgotten to mention that following the welding, I treated the chassis with a coat of anti-rust and then red leaded it. Eventually I will give it a coat of black paint before replacing the various piping and wiring loom.

Having obtained sets of new bushes etc I next removed the front suspension from the

passengers side, removing a considerable amount of road grime, solidified grease etc, cleaned all the components and gave each a coat of anti-rust before painting.

With new bushes, rubbers, washers etc plus new shock absorbers, the suspension was secured back in place using, where appropriate, the correct castellated nuts and split pins. At the time of writing I'm in the midst of carrying out the same operation on the drivers side.

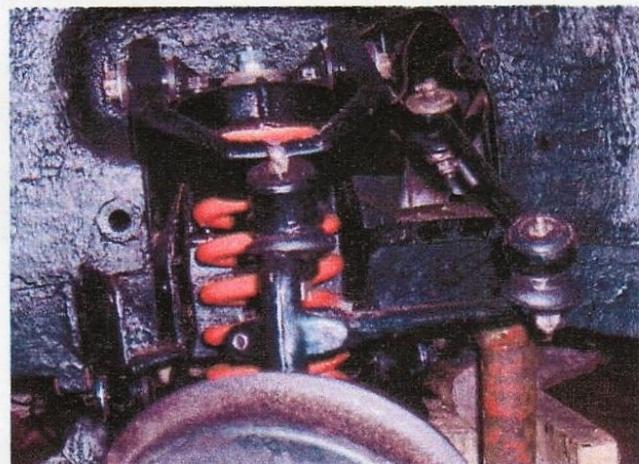
I must add that with new rubber bushes with the new and various washers replacing the front suspension proved a bit of a struggle, although the painted finished article made it all worthwhile.

I won't mention that I once again hope to complete the work over the next two years, as I previously overlooked the fact that family matters, gardening, decorating and 101 other things do tend to interrupt the more (in my mind) important work on the Mayflower.

This project has given my family a new family motto which is "He may not know what he's doing, but he seems to enjoy doing it."

Ain't that the truth!

*Yours sincerely, Neil Teague (1012)
Camborne, Cornwall*



An immaculate looking suspension section

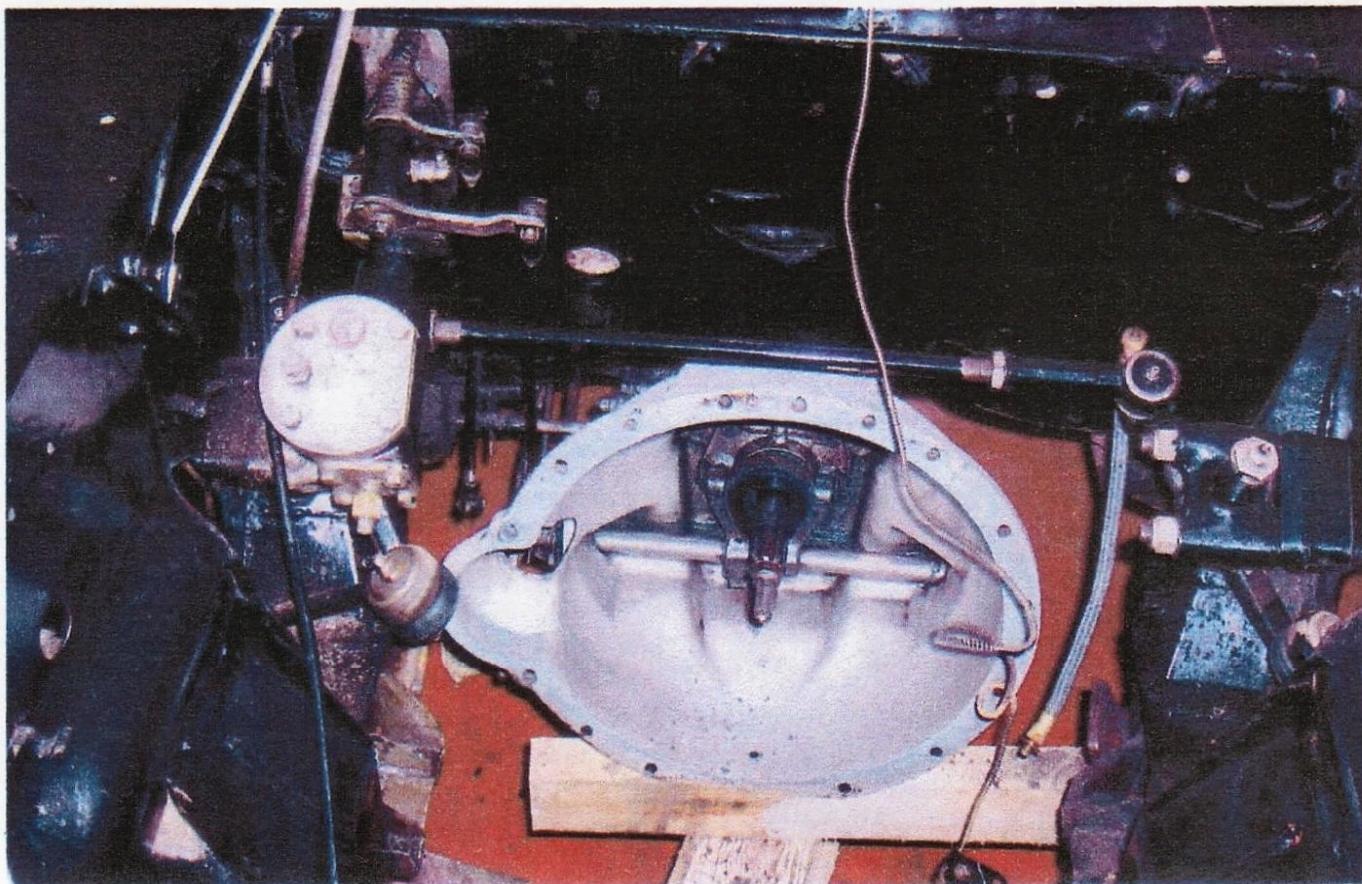
RECONDITIONED RADIATOR

refurbished by Serck
and never used

OFFERS

Mr Evans

Tel: 01233 643257



The engine bay coming along nicely



150 Years in the making



Coventry Transport Museum archive available online

Coventry Transport Museum's archive is a collection of over 1m items and is a fantastic resource for anybody who wants to learn more about Coventry's transport industry, family history and British road transport. Whilst the reorganisation work on the archive continues the Museum team have also been working on raising awareness of the resources available with the development of a leaflet promoting the archive and an online enquiry facility.

The Museum's archive reading room is open for anybody wishing to do their own research within the collection but for those who are unable to visit the Museum in person, the online archive enquiry service can now be used and as long as the Museum has the information required, they will be able to do the research for you. Visit the online archive enquiry service here: <http://www.transport-museum.com/archive>

There is also an online encyclopaedia, the Wiki, available on the website and this includes information on some of the vehicles in the Museum's fantastic collection, the major manufacturers, important industrial sites, and some of the key people connected to Coventry's world-renowned transport industry. Also in the pipeline is an online image library where you can browse through some of the images held in the Museum's archive, with the opportunity to obtain prints of selected images.

Lizzie Hazlehurst, Archive & Information Curator said: "We really wanted to make the archive accessible to everyone and so by adding the online enquiry facility, Wiki and forthcoming image library, we're hoping that people from further afield will be able to carry out their research from their armchairs as we will do the hard work for them!"

For further information on making an appointment to access to the archive and associated charges, please visit the website: www.transport-museum.com/archive

Coventry Transport Museum displays the largest collection of British road transport in the world and is one of a select few museums that have been 'designated' as collections of national importance.

The Museum is open every day of the week from 10.00 am to 5.00 pm (closed 24, 25 and 26 December and 1 January). Admission is free.

The Coventry Transport Museum Archive enquiry service is non profit making and money raised from charges made cover the cost of employing a member of staff to undertake the research and to help the Museum purchase much needed conservation grade material to care for their collection.

Public enquiries: Telephone 02476 23 4270. Email: enquiries@transport-museum.co.uk

Web: www.transport-museum.com

Arrangements for the 2009 Annual Rally

by Deputy Dawg!!

THIS YEAR'S Annual Rally will be held, as usual, with the Triumph Roadster Club at Ragley Hall on Sunday, June 21.

Ragley Hall is situated eight miles west of Stratford on Avon and is in a rectangle formed by the A441, A442 and A435. It is much larger than Stanford Hall where we were a couple of years ago.

The house is open for visits and is a National Trust property. Ragley is an elegant Palladian house designed by Robert Hooke in 1680 but was not fully furnished or decorated until the middle of the 18th Century, as the family continued to live in the "Old Hall", which stood where the Rose Garden is today.

Contents

The house contains some of England's finest Baroque plasterwork in the 40 feet by 70 feet Great Hall created by James Gibbs in 1750. Wyatt added on the Portico in 1780 and redecorated the Red Saloon and Mauve Rooms, which have remained the same ever since.

The Eighth Marquess commissioned a trompe l'oeil mural by Graham Rust (heir to Rex Whistler) for the South Staircase which was completed between 1969 and 1983. It is said to be the largest in England and contains 29 friends and members of the family and a ceiling painting called "The Temptation".

Surrounding the house are 27 acres of glorious gardens within a 400-acre Capability Brown designed Parkland. The extensive stable area adjacent to the house is an excellent example of 18th century craftsmanship. The family carriage collection is housed there along with the family's own horses and a collection of equestrian memorabilia.

Access is by a one-way system through the park with entrances and exits on different roads. Entrance is off the A435. Our site will be in the park to the south east of the main front of the house backing on to the woods.

The entrance fee is still being negotiated but is likely to be around £4.00 which is hoped to include the house.

The following details of the Rally Saturday evening meal and hotel accommodation have been supplied to us by the Roadster Club for which we are extremely grateful.

In view of the concerns about the hotel expressed last time we are moving very slightly up market this year, to an hotel that we have been to before and where we did have an excellent meal.

That is the Honiley Court Hotel near Warwick. We will have the use of the Warwick suite which has a very nice terrace on which we may have our pre dinner drinks (weather permitting, which it didn't last time).

Unfortunately, as with all things, the cost had risen slightly since we were there two years ago.

You will be able to order your own table drinks from a stand by the door before the meal.

Hotel rooms must be booked using the Early Triumph Clubs as a reference to obtain the discounted rate of £85 per room. Telephone number 0870 609 6142. The cut off date for discounted rooms is May 1. After that date there is no guarantee that rooms will be available.



Ragley Hall

FLOWER POWER

Would members wishing to join the Roadster Club on the Saturday evening please send details of your menu selection along with a cheque (made payable to the 'Triumph Roadster Club') for the appropriate amount in good time and at the latest by the end of May to Bob Wyatt, 15 Southcourt Road, Linslade, Leighton Buzzard, LU7 2QF. E-mail: wyatrs@waitrose.com

MENU CHOICES

Cost per head £25

STARTERS

(A) Smoked Salmon and Dill Roulade
Avocado Crème Fraiche

(B) Fan of Melon Parma Ham, cracked black pepper

(C) Cream of Tomato Soup finished with Coriander

MAINS

(D) Fillet of Salmon
Spinach and Mussel Risotto dressed with pesto

(E) Chicken Thighs filled with Apricot and Wild Mushroom Mousse Coq au Vin garnish

(F) Confit of Lamb & Potatoes Mille Feuille
Redcurrant & Parsley Sauce

SWEETS

(G) Tiramisu, Bailey's Cream

(H) Fresh Fruit Salad in
brandy snap basket, pouring cream

(I) Warm Pear & Almond Tart with cinnamon custard

Vegetarian main

(K) Roast Pumpkin, Ricotta and
rocket cannelloni parmesan gratin



Honiley Court Hotel

NEW FRONT SIDE LIGHTS

£18.50

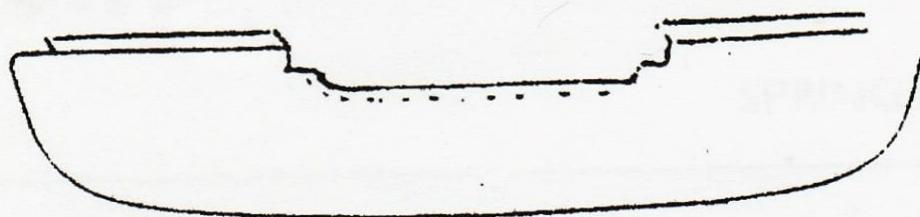
Available From the Spares Secretary

Classic Car Sills

Parts for the Triumph Mayflower



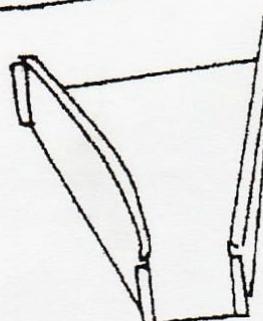
SILL £20.00



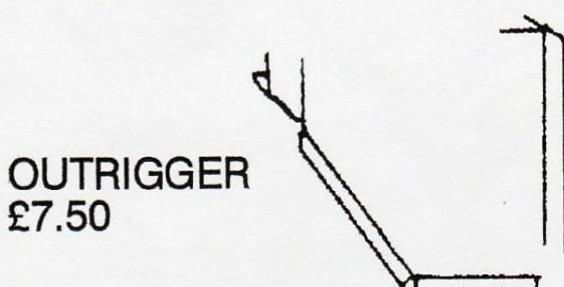
FRONT
APRON £45.00



INNER
SILL £6.00



OUTRIGGER
£7.50



REAR SPRING
CHASSIS
£7.50

OUTRIGGER
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
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