



TRIUMPH SPORTS CAR CLUB



**OF
SOUTH AFRICA**

JOHANNESBURG CENTRE

P.O.BOX 1102 SOUTHDALE 2135



August 2009

Issue 4/2009



Triumph Sports Car Club – Johannesburg Centre

COMMITTEE MEMBERS

Chairman	:	Gino Casieri	012 344 0016, 083 325 2063
Deputy Chairman	:	Chris Gibbons	082 553 1229
Membership Secretary:		John Crowther	011 456 1202, 083 950 1934
Treasurer	:	Beverley Moranduzzo	011 902 6508 083 325 0836
Spares	:	Rene de Villiers	011 680 3124, 083 317 4339
Regalia	:	Mike Gilchrist	011 792 0367, 072 7986976
Events Co-ordinator	:	Eddie Steele	011 680 8421
Editor/Secretary	:	Cliff Turnbull	011 636 8597, 083 265 5987

Please note that all contributions to the newsletter should be directed to Cliff on the following email addresses cliff.turnbull@standardbank.co.za or edal@mweb.co.za

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EDITORIAL

How many of the members identified the car on the cover page of this issue of the newsletter? Read the article further on and identify the Triumph and learn a little more about this model – I found it interesting and I hope you do too.

As promised in the last issue, we have a follow on article by Alan Grant with regard to the Protea as he of course owns the vehicle. In the body of the article we have a picture of John Myers, standing and John Mason-Gordon, seated in the Protea after winning its first race out.

Tests have been done on the silicon brake fluid but at the time of publishing we have not had the results so this will be carried over to the next issue.

I certainly can't wait for summer to arrive as I have found this to be a particularly cold winter and driving an open sports car is not all that fun at present – I have started to get my side screens built and this should help a lot. The more I become involved in getting to know my cars the more I am experimenting and the more I am enjoying the club and benefiting from member's experiences - the lengths they go to help and explain things to this pen-pusher is amazing and very much appreciated. Thanks to everyone who is prepared to share their experiences, there are many of us who soak up information and will hopefully be able to pass this on to others at some stage.



Triumph Sports Car Club – Johannesburg Centre

I am looking forward to the Pretoria Club function to celebrate the anniversaries of the Herald and the TR6 and the gymkhana should be a lot of fun. I do hope that we as a centre are going to support the event with numbers – more about this later in this publication.

Finally, I have reluctantly had to advise our chairman that I will not be available to take on the duties of editor for a fourth term when the selection of office bearers takes place at the next annual general meeting. I am finding that I have to cut down on some of my many duties and activities and to prioritise the remainder just to remain partially in control. If there is anyone that would be interested in taking on this important aspect, please approach either Gino or myself – I undertake to still help with finding articles to make the new incumbent's task a little less daunting. I can honestly say that by researching and keeping my ear close to the ground I have learnt an incredible amount about Triumph and have got to know a lot of people – it has been a huge pleasure and a great privilege and I will be sorry to have to give this up.

Cliff

CHAIRMAN'S REPORT

Still a very cold winter we are having which is showing a bit of reluctance in our members to come to some events. But never mind – the nice thing is that Spring is around the corner.

In June we had a daytime noggin' which was quite different. Because of 16 June being a holiday, we had a boot sale at John Dobbins' workshop which was followed by a braai. I must say it was pretty nice. The Sunday after that I went to the Pretoria noggin' which followed the same format and was equally successful. I think we'll do this again next year and maybe even combine one for a real large boot sale and braai. I think there's a formula there for a nice event.

Last month we attended the Pretoria Benoni Run. I particularly enjoy this run – not because I always win it, but because it is always well organised and they've got lekka prizes. You won't believe it – of my 4 cars, one was in the garage and for practical reasons I share a battery between the Triumph and the Healy. But on that morning, all the batteries were completely flat. Having put one battery on charge the previous night didn't help either. So living on top of a hill I managed to get the Triumph started and entered the event – and what did I win?? Of course a battery!! I have never welcomed a prize as much as I did this one as no amount of push-starting would start the Triumph. So a quick change of battery saw me home. Thank you very much Dave and Judy Harris – it was most enjoyable. We'll be there again next year. By the way – the Jo'burg guys did really well. We were in good attendance and four positions out of the top five were filled by us, including first place. I think the spirit shown by the Jo'burg members was admirable. Well done!!

August 2009



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The organisation for the Nationals is coming along steadily. We are starting to encourage the centres to get more participants. So we start with our own – although at the moment we show the biggest centre registered for the nationals, we need to have more members there. Because we are the host centre we must be the best and the biggest. So I urge those who haven't yet registered to do so immediately to get the best accommodation.

I wish you all well through the rest of winter and look forward to seeing you soon at the noggins and events. Happy Motoring –

Gino

MEMBERSHIP

Birthday Greetings

We are sure that you will all join us in congratulating the following members who, during August and September, celebrate/celebrated their birthdays. To those whose birthdays have passed we trust that you had a ball, and those who have not yet had your celebration let your hair down and enjoy.

August	September
7 Paul Kewley	12 Mason Rose
15 Raymond Derman	
17 Ronnie Bartram	
17 Jonathon Lewis	
27 Gary Booyens	

Attendance at a Noggin (irrespective of whether you are in a Triumph or not) – 10 points.

Attendance at any advertised event in a Triumph – 20 points

Attendance at any advertised event in an exotic – 15 points

Attendance at any advertised event in a non-Triumph – 10 points

For any articles submitted for use in the Sabrina or our bi-monthly newsletter – 20 points.

The following table sets out the standings as at end of July 2009.

John Dobbins	210	Coral Turnbull	190
Harry Fairley	180	Elaine Castlemaine	180
Cliff Turnbull	170	Dot Gibbons	140



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Chris Gibbons	160	Margarita Coppens	95
Eddie Steele	160	Joan Booyens	90
John Craig	140	Tina Hayden	90
Rob McLeod	140	Liz Roeder	80
Mike Hayden	130	Bev Moranduzzo	80
John Crowther	115	Ada Liebhoff	80
Gino Casieri	105	Marion Roets	75
Chris Ferreira	100	Liz Dobbins	70
Alan Grant	100	Jackie McLeod	60
Jean Coppens	95	Gloria Miller	60
Italo Moranduzzo	90	Colleen Craig	60
Gary Booyens	90	Wendy Hay	50
Jon Lewis	80	Antoinette Sawyer	40
Vernon Roeder	80	Ann Nicolaus	20
Mike Gilchrist	80	Viv Nightingale	20
John Roets	75		
Mark Hirst	75		

MEMBERS NEWS

Please publish the following in the next newsletter:

I must apologise to two persons who sent me faxes on or about 14 July 2009. The fax paper in my fax machine was upside down, and all I received at my end were blank pages. So, if you have been waiting for me to get back to you, please contact me again. Thank you. Rene de Villiers. Tel/fax 011 680 3124

RENE deVILLIERS

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Mike Gilchrist reported that he drove passed the old club house in Emmerentia and that it has been partially gutted by fire. We believe that there were vagrants living in the attic and they could have knocked over the meths! Just as well we are out of there and that we do not have this problem to contend with.

Springs Air Show

6th June 2009

I was pleased to attend this event because for once it was on my doorstep!

The day was chilly but sunny and it was only after lunch that the clouds came over but these didn't last very long.

There was a slight amount of consternation after I'd 'phoned the organisers, the Springs Advertiser newspaper, to confirm a rumour regarding the pre-booking of parking spaces



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for classic and exotic cars. A brittle woman there told me that if I'd not registered I'd have to park with the plastics in the supermarket car park across the road.

I found this attitude hard to grasp as by definition an airfield has to have acres of space available. Harry and I decided to pitch up anyway and chance it. This proved to be a sensible decision because no one bothered about so-called booked spaces and they were delighted to wave us in and even indicated where we should park; next to many other interesting vehicles.

The first task was to have a wander round the aircraft park to inspect the pair of Harvards which later performed amazing aerial gymnastics, several Chinese 'Harvards' known as Yaks, a couple of beautiful autogyro microlights, a Blesbok trainer and powered gliders.

Now, this is really hard work so a wors roll with onions and a pint seemed fair reward! Marvellous – hot food always tastes great eaten outdoors on a cold day.

One Harvard was giving 'flips' for daring wealthy visitors and was kept very busy.

I was surprised at the number of bikes which arrived; there were hundreds, all clean and parked prettily!

A fire engine was on display and interesting because the crew allowed children to inspect the machine – they were perched right on top, sitting on the ladder whilst the crew perched nearby to keep an eye on their behaviour.

The various arts and crafts stalls added colour to the day as did the pancake and waffle stands and the very respectable crowd made the most of it.

Entrance to the show was free and the organisers simply asked visitors to donate tinned food for the privilege of attending. There were several bakkies loaded high with tins of all shapes and sizes.

A good day out.



Article submitted by John Crowther.

August 2009



TRIUMPH-PROTEA - A SOUTH AFRICAN RACING CAR

Article for the Triumph Sports Car Club of South Africa. By Alan Grant.

Some TR detail of relevance and meaning to Triumph folks....April 2009 (50 years since the maiden race)

The Triumph-Protea or Protea-Triumph is the one and only same car. It is aluminum bodied sports-racing car built on a tubular Protea chassis using TR2 components. All other Protea cars were built with fibre-glass bodies, looked different and most had Ford 100E running gear.

The racing success of the Protea -Triumph in late 1950's and early '60's lead to the misconception that several were built.



The story began with a Triumph TR2, imported in 1956, driven by John Mason-Gordon in various competitive events, including the "6 hour" at Roy Hesketh circuit in 1958. He partnered with John Myers in this event and achieved second place.

The TR2 was red with beige weather equipment and had engine number TS

8089E, commission number unknown, registration number TJ 2466.

In Johannesburg, John Myers, with a band of enthusiasts started a company (Glass Reinforced Plastic Engineering (PTY) LTD, corner 1st street and 1st Avenue, Booysens Reserve) and started producing a South African sports car, known as the Protea. Announced early in 1957, it preceded the GSM Dart by six months!



The Protea chassis design and lightness impressed John Mason-Gordon sufficiently for him to commission the building of a racing car on the Protea chassis using his TR2 as the donor car.

The first recorded sketches appear in the Myers note book dated 8-8-1958, showing the layout of the chassis frame, to accommodate the TR2 brake and clutch master cylinder pedal mounting, as well as the front cross member to accommodate the TR2 engine mountings. The costs for the frame and sundry suspension parts were invoiced on October 1st 1958, for £ 84 11s 6d. The total with labour amounted to the princely figure of £100.00.



While this work progressed the new innovative TR3 disc brakes were acquired from Alex Blignaut and fitted in place of the TR2 drums.

At the same time a very skilled car body builder, Geoff Collins, was commissioned to build an aluminum body. The body features were sketched and details agreed.

I Quote - John Mason-Gordon ***“I had very definite ideas about the external design of the car. The aero dynamics involved, would of necessity be a bit of a thumb suck but I had an understanding of them from my flying experience and, borrowing some of the thinking coming out of England, especially from Lotus, drew a shape for Geoff, which I felt would follow the correct principles and at the same time look good (Functional shapes always look good to me).***

Thus the body had to be smooth with a low radiator air-intake pointing slightly down, where it was thought a high-pressure area existed. The bonnet had to flow smoothly to the windshield area and the sides had to be round and flowing.

I also wanted a slight air extractor effect behind the front wheel arches to assist with brake cooling. The doors had to be high, with no, or very little, cutaway. The shape of the tail was considered important in reducing or eliminating lift at speed and the current thinking was that it should be slightly higher than the bonnet and as flat as practical on top.

Due to the difference in width of the front swing axles and the narrowness of the TR rear axle the body turned out much wider at the front than the back, but it never looked or felt unbalanced and from every angle we thought its lines were lovely. I liked the colour of the TR so we stuck to the original bright red.

We had debated the relicensing it as a Protea, but were worried that the taxman would levy a new car penalty and so we kept the original license and number plates (TJ 2466) and informally added “Protea” to the original name. And so was born the TRIUMPH PROTEA.”

The car was completed just in time for the first outing, the “6 hour” in ‘Maritzburg in April 1959. Driven by John Mason-Gordon and John Myers, first place was achieved beating the works supported, McCarthy Rodway, twin cam MGA (“Black Mamba”) and the very competitive Alfa Romeo of Mario Lupini.

It was successfully raced as part of the Sports car Club of SA team in the Luanda Grand Prix, and various events around South Africa.



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The car was sold to Red Whitehouse and was actively raced by him and Pierre du Plessis as part of the well known “Racing stable” from Springs known as ECURIE TOMAHAWK. Rubbing shoulders with some illustrious motor sport legends like Dave Charlton who can still be found around current historic racing events an enormous amount of nostalgic pleasure is had when they come to look at the car and tell stories of those simple days of motor sport with very little money and huge amounts of enthusiasm.

One of the Ecurie Tomahawk members had a Morgan at the time, which explains how the Protea ended up with engine number TS 16926ME, a TR3 engine supplied to Morgan. This is the current engine, believed to be the second engine installed in the car after the original engine suffered from bearing trouble. The original TR2 rev counter and ammeter were replaced sometime in the 1960’s with those from a Morgan, but these have been removed and stored in the “history box”

In 1961 the Protea was entered for the first “9 hour” at Kyalami but Pierre Du Plessis rolled it at Sunset bend during practice, ending racing activities for a while.

In the 1960’s and ‘70’s modifications were made mainly in the form of wider wheels flared wheel arches and a larger radiator air in-take. During the 1970’s it was owned by Ivan Weitzman of Benoni.

In 1976 it was advertised for sale! I could not afford to buy it, but made up my mind that one day I would be able to buy it, restore it and race it!

By the 1980’s it had a variety of colour schemes, had won the SA Historic racing Car championship in the hands of Jan van der Merwe, and was looking “tired”. Peter Du Toit, current owner of Zwartkops raceway acquired the car and carried out body repairs to return the appearance to something like original.

At last in 1995 Peter decided to sell it! I had been wishing for it for nearly 20 years! I bought it in time to take it to the Triumph national gathering in Simons Town in 1996. Driving an old racing car, that distance, with no weather equipment nor luggage space was entertaining to say the least. I reasoned that in 1959, it had been driven to Maritzburg and back for its first race, so I had better get some historic motoring pain.

For the 1996-97 seasons I raced it as best I could, considering things falling off, or me simply not being able to keep it facing forward. Bump steer, sloppy dampers, old tyres, worn suspension, etc. contributing to more spins than I care to admit.

1998 was the year of chassis up rebuild as a result of a meeting with the Armco barrier at Kyalami. This afforded the opportunity to change details back to original, as by this



time, I had accumulated valuable photographs and information of what it was like when it was first built.

Some detail for the record!

Body: Handmade all aluminum sports-racing. Painted red, later a green and gold stripe was added as the “South African colours” for the international race in Luanda. Later metallic blue, then yellow with black stripe. Now restored in original red, the body is exactly as it was but with an early modification to separate the rear of the bonnet to form a dash top scuttle. This was to reduce some of the “flapping” of the body when traveling at speed. After the restoration was complete I was given a genuine brand new enameled Protea bonnet badge by John Myers. He just happened to have one hidden away!

Road registered: TJ 2466 then TS 6468. Deregistered at some stage. Reregistered in August 1996 as TYT 374T changed to MPM 640 GP.

Chassis: Protea tubular frame. Compulsory chassis number stamped in 1996 AAPV0119610072615. Chassis painted blue using a “primer-finishing” paint that was cheap!

Front Suspension/axle: Ford commercial vehicle beam axle cut in half to form center pivot independent swing axle. (known as the Buckler design, used on specials including Lotus XI, etc.) coil springs telescopic dampers.

Front brakes: Triumph TR3 discs.

Steering: Ford 100E worm and peg steering box, upside down connected by bell crank and tie rods. Steering wheel, grey plastic “thing” from Ford Anglia 100E.

Rear Suspension/axle: TR2 axle coil springs telescopic dampers, radius arms and Panhard rod.

Rear brakes: Triumph TR2 drums with drilled backing plates.

Engine : originally TR2 (number TS 8089E) changed to TR3 (TS 16926ME)
2.2 litre.

Cylinder head: TR2 low port.

Carburetors: Two 1 ½” SU on standard TR2 manifold, later changed to four 1 ½”SU on fabricated manifold.

Exhaust manifold: Derrington four into one tubular branch.



Gearbox: Triumph TR2 with overdrive on 2nd, 3rd and 4th.

Wheels: Front TR2 pressed steel 4 ½”J. Rear TR2 pressed steel widened to 5 ½”.

Weight as built and weighed with driver on 4th March 1959: 1500lbs (682 kg) split 850lbs front, 650lbs rear.

Other Triumph TR2 pieces used:

- Dash board instruments, with extra temperature gauge for oil temperature.
- Electrics and wiring.
- Rocker cover modified with oil filler to the rear to allow bonnet clearance.
- Fuel tank and filler.
- Lights including Lucas PL head lights.
- Brake and clutch pedal box with Lockheed master cylinders

Because this is a unique car always attracting interest and enthusiasm I have met many remarkable people who have raced against it, worked on it, or driven it.

These people were all involved in the era of motor sport when simple basic engineering combined with enthusiasm resulted in some beautiful machines that are a pleasure to behold.

In particular I have had the privilege of meeting and becoming friends with those who built it and so unselfishly provided information to make the car easy to preserve. It may not be the fastest but it is true to the way it was, and still giving pleasure 50 years down the track.

I have lots of information on the history, but would appreciate hearing from anyone who has information or interest to add to the history file of motoring at the time.

A 1/43rd scale model was made of the car by Geoff Sear. At the time of writing Geoff has informed me that a new mould has been made. Model collectors can add a Triumph-Protea to their collection.

(Thank you Alan for this interesting follow on article from that which appeared in the previous newsletter – Editor)

Triumph Southern Cross, 1932-1937

So what exactly is the Southern Cross?

The Southern Cross was Triumph's Sports Car from 1932-1937. The cars were named after a constellation visible only in the southern hemisphere. Triumph's primary export



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market was in Australia and New Zealand during the pre-war years. To this day pre-war Triumphs are more common "down under" than anywhere else outside the U.K.

The Southern Cross (abbreviated "SX" on the body ID plates) was introduced in 1932 as a sports version of the Triumph Super Nine. This was a four seat sports tourer, a la Bentley, which could be driven with a tonneau over the rear seats. It was produced through 1934, and was the basis of Triumph's first works competition cars at the Alpine Trials and the Monte Carlo Rally of 1934. The Gloria Southern Cross (also "SX"),



*Dale Will's 1936
Gloria Southern Cross*

introduced in 1935, was a short chassis sports Gloria, which was otherwise available in a range of tourer and saloon bodies equipped with four or six cylinder engines. The 1935-1937 Southern Cross feature two-seat roadster bodywork, with a classic slab gas tank and twin spares on the rear. The four cylinder cars have a profile and length similar to a T series MG, but are wider and therefore appear larger. The much rarer six cylinder cars are stretched 9" between the firewall and the radiator, which adds to the sweeping lines. All were styled by Walter

Belgrove who was the only Triumph carryover into the post-war era, and would also give us our beloved TRs of the forties and fifties.

The Southern Cross compared favourably with other small sports cars of the day, and particularly excelled in trials and rallies where their strength could win out over lighter but more fragile machines. This robust quality would become the hallmark of the TR's success in later years. It is said that Standards CEO John Black acquired Triumph primarily for the sporting reputation, which was largely the result of the Southern Cross.

NOGGINS

Tuesday 16th June 2009

The noggin this month took the form of a swop meeting/boot sale at John Dobbin's premises **CJ's Classic Cars, 172 Bernie Street, Kya Sands Randburg**. We had about two dozen people attending amongst whom were a few guests who also seemed to enjoy the chit chat and the braai and refreshments. Ian Carmichael brought along various spares as did a couple of others and Mike Gilchrist had regalia on sale as well.

St Vincent's School for the Deaf benefitted from the sale of various CDs, soap, candles and odds and sods that were on offer and which members purchased for school funds.

All too soon the afternoon was over and we all headed for home after a fine day out with friends. I am not sure how much trading took place but the general consensus was that it was a great way to spend Youth Day and certainly beats a day at the office!



Tuesday 21st July 2009

Another good turnout saw 29 people get together for the normal social mid-month function. It was good to see Alastair Kennedy after a long break due to various pressures, and to catch up on what he has been up to during his absence.

Koos Conradie, a former member, was welcomed back to the club. Koos is presently having a very nice looking TR4A rebuilt by John Dobbins and cannot wait to have it on the road. I met Koos the previous Saturday at CJ Classic Cars when he looked at me a little sideways as I was standing with one foot on one of his car's wheels – I was not aware that it was his car you see, but we had a good chat and I am glad that he has joined up again. (Thanks Koos for not attacking me – I am a lover not a fighter!) As a matter of fact, a Saturday at John's workshop can be a festive occasion as it was this day with Mike Gilchrist, John Craig, Koos Conradie, John Dobbins and myself and a few other guys, whose names I cannot remember in attendance. I do find this facility a great help when I need to do some work and at least there is someone around when I get into a spot – what does a pen-pusher like me know about mechanics!? I do learn fast though so not all is lost.

Other welcome faces at the noggin were those of John and Marion Roets – they have really been active this month having attended two noggins and the Treasure hunt in July! (John arrived to a very dark clubhouse the previous Tuesday for supper to find that he had the wrong night). Not to worry John, I also find that time flies when one is having fun.

The door prizes were a fire extinguisher won by Normal Bull and a LED light drawn by Martin Worth. Congratulations.

Gino mentioned that it has come to the stage that we have to start getting rid of club assets that were used in the old club house. A couple of boxes of glasses were brought along to this noggin and those present were offered these at R1 per glass. An old poster was put up for auction by our renowned and experienced resident auctioneer – Chris Gibbons, and he raised the bidding to an impressive R120-00. Folks this is the start of things to come, so if you are interested in any of the old items that adorned the old club house, make sure you come to the noggins to be in line to bid for that treasured item. In weeks to come, we plan to get rid of more glasses, crockery, flags, pictures, posters and tables and chairs.

As a matter of interest, the pub and chairs were eventually disposed of for R3, 000 as this has been added to club funds.

CLUB OUTINGS

Sunday 28 June 2009

August 2009



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Our run in June was a return visit to the Rand Airport, or more specifically: Biggles Bistro at the Transvaal Aviation Club.

The venue has changed significantly. There are now two Boeings' 747 – The Lebombo and the Maluti (the only preserved 747 SP in the world) plus three more historic planes: Lockheed Loadstar, De Havilland Dove, McDonnell Douglas DC3 and DC6 and two flight simulators. The weather was “fresh” to say the least and could even have been classified “as brass monkey weather”, with a nasty wind howling across the flat plains so nobody actually ventured amongst the exhibits – to my knowledge anyway. On arrival a pretty decent crowd, including Brian and Linda Hansell from the KZN club wandered outside to sit on benches in the sun. This was short lived as the wind soon proved to be most unpleasant and we moved indoors where breakfast was served.

The service was somewhat disappointing but the food, when it did eventually arrive, was tasty and as always the beers go down well anywhere. One of the highlights for me was to watch the aircraft taking off and landing, but because of the wind direction this all took place far away from us which was a great pity.

Notwithstanding the weather, I always enjoy the outings because I always seem to bump into someone with an interesting story and the discussions help me to learn about various aspects of Triumphs, how to solve problems and who to approach when there is a problem. One thing I did decide was that I have to get off my butt and sort out a pair of side screens – must be getting soft in my old age!

Sunday 19th July 2009

This is always a very well organised event and one that is growing in popularity. Judy and Dave Harris once again set a very interesting course with interesting questions which covered the route as well as general knowledge matters which can be a great leveller. The route we followed was from the Exel One Stop southbound and we travelled towards Bapsfontein, Petit and into the Benoni suburbs before ending at Uncle Tim's Secret Garden where prize giving and a buffet lunch were enjoyed.

There was a good representation from Johannesburg Centre and as you will see from the results below we did not do too badly either. It was indeed good that our chairman won the 12v battery as it was sorely needed – in fact it was installed on the spot as even pushing the TR6 failed to kick it into life! A timely first prize indeed!



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BENONI TREASURE HUNT 2009 –RESULTS

Note: where scores are the same, the fastest time took preference

Position	Points Scored	Team #	Team Members	Prize
1	54	5	Gino Casieri	Floating trophy, trophy + 12v battery
2	53	3	Bill & Nicole Sales	Trophy + 1/18 th Lamborghini Miura
3	52	17	Rob & Craig McLeod	Trophy + Wheel alignment+ balancing
4	52	15	Mike & Tina Haydon	2 medals + Wheel alignment + balancing
5	51	23	David & Antoinette Sawyer	2 medals + Battery charger
6	50	10	Chris & Dot Gibbons	2 medals + Triumph Drimac coat
7	49	4	Jon Lewis & Wendy Hay	Triumph Drimac coat
8	47½	30	Nick & Rita Wood	R100 Woolworth's voucher
9	47	12	Joan & Gary Booyens	Seat cushion
10	46½	13	Nols & Cathy Pienaar	Triumph cooler bag
11	45½	21	Cliff & Coral Turnbull	Triumph cooler bag
12	45	26	Jaco & Engela Van Vuuren	Scissor jack
13	44½	9	Harry Fairley & Elaine Castlemaine (& puppy)	5 litres car shampoo
14	44½	7	Marion & John Roets	200amp booster cables



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15	44	25	Bill & Helen Flynn	200amp booster cables
16	43½	27	Chris, Samantha & Debbie	Shield car care pack
17	42	8	Val & John Crowther	Telescopic wheel spanner + Pot plant
18	42	18	Eddie Steele & Ada Liebhoff	3-piece car wash kit
19	41	14	Arnold & Lee-Ann Pienaar	2 x Triumph caps
20	41	16	Brian & Linda Hansell	Shield Extreme aerosol
21	38½	11	John Dobbins & Koos Conradie	Shield Extreme aerosol
22	34	1	Pamela Flynn & Christopher	Bottle wine + fibre cloth
23	32	6	Mark & Anel Claassen	Bottle wine
Oldest Triumph		9	Harry Fairley & Elaine (& puppy)	2 x medals + Bottle wine

Secret Garden Restaurant voucher = Harry Fairley & Elaine (& puppy)

Sunday 2 August 2009

Cars in the Park Pretoria

Saturday 15th August 2009

Pretoria Centre has organised a Gymkhana event to mark the 50th Anniversary of the Triumph Herald and the 40th Anniversary of the TR6. This will be held at the Swartkops Army base in Valhalla and is due to start at 9h00 until when ever.

Dave Harris is organising the sporting activities and he has said that you can tackle the course in either your classic or your plastic. He has even offered those that want to, an option of using his Ford Ka for the event. It should be great fun

PLEASE NOTE THIS IS A SATURDAY AND IT IS NOT THE FOURTH WEEKEND OF THE MONTH AND IT IS NOT SWARTKOPS RACEWAY.

FORTHCOMING EVENTS

Tuesday 18th August 2009



Triumph Sports Car Club – Johannesburg Centre

Noggin will be held at Shanahan Park. Address 4 Adjutant Road Elma Park, Edenvale. We are happy to announce that Mike van Dinkel and his wife will be coming to give us a talk and slide show about their trip over Africa recently in their Rolls Royce. This is a MUST for everyone as it is VERY interesting and they are the most charming of couples. Last year they traversed the whole of Africa, ending up in mother England in their almost standard Rolls Royce. They have been on TV relating their episode and we are grateful to have them share it with us at the noggin. Be sure to be there as it is most entertaining.

For those of you who are new to the club or have not been to our new venue **Shanahan Park** in Edenvale the directions are as follows: -

Take the R24 highway from Eastgate to the airport – take the Edenvale off-ramp and go towards Edenvale. Turn left at the second traffic light into Horward Street and then left again at the second traffic light into Adjutant Avenue. There you will go through the booms and immediately thereafter you go right into the parking lot and the Ambience Function venue.

From the N3 it's just as easy – take the Linksfield off-ramp and go towards Edenvale. Pass the Excel garage on the LHS and then a few streets later you turn right into 4th Avenue, which later becomes Adjutant Avenue. Cross over Horwood Street, and then you'll go through the control booms. See above for further details.

CALENDAR FOR THE YEAR AHEAD

Sunday 20 September 2009

Piston Ring Swop Meeting – non club event but important all the same

Tuesday 22 September 2009

Noggin will be held at Shanahan Park. Address 4 Adjutant Road Elma Park, Edenvale.

Sunday 27 September 2009

This is when we will be holding the concours for 2009 – more details to follow in due course.

Sunday 18 October 2009

Piston Ring – Cars in the Park



Triumph Sports Car Club – Johannesburg Centre

Tuesday 20 October 2009

Noggin will be held at Shanahan Park. Address 4 Adjutant Road Elma Park, Edenvale.

Sunday 25 October 2009

Johannesburg Club to organise their own event.

Tuesday 17 November 2009

Noggin will be held at Shanahan Park. Address 4 Adjutant Road Elma Park, Edenvale.

Sunday 22 November 2009

Pretoria Club to organise an event which will be the steam train trip from Pretoria to Cullinan. This will form their year-end function and we have been invited to join in the festivities.

Sunday 6 December 2009

Christmas Bash and Prize Giving. This will be our year-end function and the Pretoria Centre have been invited to join us on this occasion.

WANTED AND FOR SALE

For Sale

The following are available for purchase from my collection:

- 1933 Chevrolet 3 window coupe with extra parts: R 22 000
- 1967 Triumph GT 6 Mk 1 with overdrive and wire wheels: R 24 000
- 1964 Triumph Spitfire 4 (Mk 1) with soft top, hard top, and overdrive: R 20 000
- 1965 Triumph Spitfire 4 (Mk 2): R 14 000
- 1963 Triumph Spitfire 4 (Mk 1): R 7 500
- 1962 Triumph Herald 1200 Coupe: R 5 500

Various Triumph parts are also available (mainly Spitfire and Herald) including bonnets, doors, bodies, engines, gearboxes, seats, instruments, trim, running gear etc.

If interested or in need give me a shout or send your parts requirements via e-mail and I'll have a look through the barn and workshop as soon as time permits.



Triumph Sports Car Club – Johannesburg Centre

Chris de Wet
Tel. 012-4018071
Cell 0839989744
Fax 0865397219
E-mail: Chris.DeWet@postoffice.co.za

Rover V8 Engines

I have sourced the following Rover 3.5 litre V8 engines so anyone with a TR7 who wants to convert their car to a V8 or upgrade their V8 car please contact me.

- 1) Rebuilt 3.5 litre V8 with high compression Morgan pistons, high lift cam, new lifters and 390 cfm Holley carb. Reputed to produce 250 bhp. No flywheel or bell housing. R15000-00.
- 2) Rebuilt 3.5 litre V8 with standard pistons, webber carb, starter motor and 5 speed Rover gearbox. R12000-00.
- 3) Good condition 3.5 litre V8 with flywheel and bell housing to bolt onto TR7 gearbox, starter motor and inlet manifold for webber carb. R5500-00.

TR7 Engine

I have in stock a TR7 engine out of a car, which had a twin cam motor fitted and was running well. It is complete with carbs, starter motor, flywheel and clutch. R4000-00.

Soft Top TR7

As I have bought a TR7 V8 my white soft top car (ex Vernon Roeder) is on the market. She has a black interior, 13 inch imported mags (not original Triumph ones), electronic ignition and has no rust. R31000-00.

Contact John Dobbins on 0117081722(w), 0825080910(c) or 0116792954(h).

TR3A British Racing Green with red upholstery and J Type overdrive, local commission number TR850. Body has been resprayed and the car needs finishing off. It can be viewed at John Dobbin's workshop (see numbers above). Client is keen for an early sale and is asking R75,000-00.

FREE TO A GOOD HOME

Soft top frame for Spitfire Mk 2. This is the folding section of the frame which stretches the canvas. The item is surplus to requirements and available at no cost.

Contact: Theuns du Rand on 011 873 7025 (home)



1974 Triumph Dolomite Sprint 175bhp, twin 45 side draft Webbers, close ratio gearbox with overdrive, fully adjustable suspension, resprayed. R42,000-00. Please phone Jean Coppens 0836017243 or 011 8022696.

3.45 Crown Wheel and pinion bearing set – new (fits all models). Contact Chris Gibbons 082 553 1229.

ON THE LITE SIDE

Recently, I was diagnosed with A.A.A.D.D. - Age Activated Attention Deficit Disorder.

This is how it manifests:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing. As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier so I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full so I decide to put the bills back on the table and take out the garbage first. But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my cheque book off the table, and see that there is only one cheque left. My extra cheques are in my desk in the study, so I go inside the house to my desk, where I find the can of Coke I'd been drinking. I'm going to look for my cheques, but first I need to push the Coke aside so that I don't accidentally knock it over. The Coke is getting warm, and I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye - they need water. I put the Coke on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor. So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.



Triumph Sports Car Club – Johannesburg Centre

At the end of the day:

- the car isn't washed
- the bills aren't paid
- there is a warm can of Coke sitting on the counter
- the flowers don't have enough water,
- there is still only one cheque in my cheque book,
- I can't find the remote,
- I can't find my glasses,
- and I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day, and I'm really tired. I realize this is a serious problem, and I'll try to get some help for it.

Don't laugh -- if this isn't you yet, your day is coming!!

GROWING OLDER IS MANDATORY.

GROWING UP IS OPTIONAL.

LAUGHING AT YOURSELF IS THERAPEUTIC

Installing Computer Software – Can be a bit of a tester!

Installing Husband 1.0

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance - particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as Super 14, Version 5.0, Tri-Nations 3.0, Limited-overs 7.2 and especially Golf Clubs 4.1. and Triumph Cars Version TR.

Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system.

I've tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?

Signed, Desperate



Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System.

Please enter the command: "http: I Thought You Loved Me.htm" and try to download Tears 6.2 and don't forget to install the Guilt 3.0 update.

If that application works as designed, Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5. But remember, over use of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1.

Beer 6.1 is a very bad program that will download the Snoring Loudly Beta. Whatever you do, DO NOT install Mother-in-law 1.0 (it runs a virus in the background, that will eventually seize control of all your system resources).

Also, do not attempt to reinstall the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Hot Food 3.0 and Lingerie 7.7.

Good Luck,

Tech Support





A few pictures on the Benoni Treasure Hunt outing

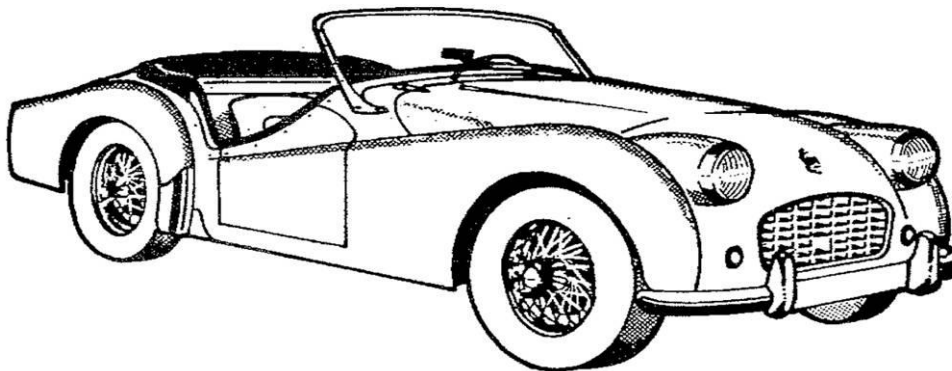
BBS	<u>STAINLESS STEEL CYLINDER SLEEVING</u>
	<u>RUBBER BRAKE KITS</u>
	<u>BRAKE HARDWARE</u>
	<u>CLASSIC CAR BRAKE PARTS</u>
	<u>BRAKE BOOSTER OVERHAULS</u>
	<u>CYLINDER OVERHAULS</u>
YOUR ONE STOP!	<u>CALIPER OVERHAULS</u>
SPECIALIST	<u>CALIPER PISTONS</u>
HYDRAULIC BRAKE SHOP	<u>NEW CYLINDERS</u>
	<u>BRAKE PIPES / RUBBER / METAL</u>

contact: Mark Backler
Tel.: 27-11-787-3142
Fax: 27-11-787-3151
Cell: 27-82-372-4742
204 H.F. Verwoerd Drive, RANDBURG 2194
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