



**TRIUMPH SPORTS CAR CLUB
OF SOUTH AFRICA**

JOHANNESBURG CENTRE

P.O.BOX 1102

SOUTHDALE, 2135



**PICNIC AT
GLENBURN LODGE
ON 22ND JANUARY 2012**



**VALENTINE'S DAY AT
ASKARI GAME LODGE
ON 19TH FEBRUARY 2012**

JANUARY & FEBRUARY 2012

Issue No. 01 /2012

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Please note that all contributions to the newsletter should be directed to Elaine on the following email address elainecastlemaine@gmail.com

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EDITORIAL

2012 has not started out on a good footing for some namely,

- **Wendy Hay** – Wendy underwent a back operation earlier in the year. Wendy, we wish you a speedy recovery and look forward to seeing you soon at our noggins and runs.
- **Beverly & Italo** – Beverly lost her mother on 18th January 2012. Beverly, deepest condolences to you, Italo and your family.

CHAIRMAN'S REPORT

I trust that those of you who travelled to Askari for the Valentines run really enjoyed yourselves. I would love to have attended and I even planned to invite some friends from another club to share the day and showcase our range of great sports cars. How extraordinary that there would be 27 Johannesburg members, 27 Pretoria members and 27 MG members! Lots of work went into organizing the event and our thanks go out to Bill Flynn and the team.

January is always a busy month for motoring enthusiasts. Triumph Sports cars were well represented on the SAMCA run to the Vaal on Sunday the 15th where we converged on the Sylviavale Museum in Vanderbijl Park, known to many members as the Vaal Wheels club. This run marked the appearance of two new side screens on their first outings belonging to Bill Sales and Bill Flynn from the Pretoria centre. The venue is well worth the visit and we might include this in our programme of events later in the year. On the same day, Harry and Elaine, Mike Haydon and Chris Ferreira flew the flag for Triumph at the Piston Ring Club, featuring the British Car Day which attracted huge crowds of motoring enthusiasts from all walks of life. Look out for the bi-annual swop meeting there, always very entertaining and I plan to have a small stand there myself this year. Elsewhere in this newsletter you will find dates of other club meets.

Our first official club run took place the following Sunday the 22nd with a most enjoyable picnic together with the Pretoria Centre at Glenburn Lodge. I wonder how many cars got caught in the

thunderstorm on the way home. Some sought refuge at Gilroy's Brewery to sample, once again, the best beer in the country – in my opinion of course.

I'm sure there were some Triumphs parked near various grandstands at the big Zwartkops Historics Race meeting on the 28/29th of January. My favourite race day by a long shot! Alas, I could not attend as it was my father's 83rd birthday down in KZN and there was no chance I would miss that event. Gary Blake missed the event in his very competitive GT6 but is hoping to return to the track towards the end of the year.

Glenda and I had a lovely holiday in the Cape but it also meant that I missed the February Noggin. Whilst in the Cape we paid a visit to the Franschoek Motor Museum on the L'Ormarins Wine Estate, and although we thoroughly enjoyed it, the only sign we found of a Triumph was a club badge in a glass cabinet, which is very sad. Every now and then they rotate the display and surfing the website reveals that they have a Protea in the collection!

Our steering committee got together on the 16th February to plan the way ahead for the year and the decisions were announced at the Noggin which I hope you will be happy with.

Foremost on the agenda were venues for future club runs and topics for the noggins. Another topic further down the list, which some of you might feel is controversial, was the quest for a new venue for our Noggin evenings. A number of members have expressed a desire to find a new venue with affordable dinner menu and equally affordable refreshments. A tall order indeed, but we will look into this, and I anticipate that this might take some time with negotiations and consultations and perhaps a few experimental visits to the selected venues. Jean Coppens and I have already checked out one venue in Woodmead with fair results.

The other point on the agenda was the variation of Sunday Run dates. The idea is to occasionally break the tradition of having the event stuck religiously to the fourth Sunday of every month. A case in point was the February Valentine's Run and to follow up moving the March event by one week to the 1st of April where we shall show how it's done at Angela's Picnic with a big turnout. These changes are as a result of listening to members' requests. Another event that comes to mind would be another show of force at the Piston Ring Club some time later in the year and that would have to be on a third Sunday of the month.

Of prime importance however, is to effectively communicate these changes timeously to you all.

I'm very pleased to hear that Wendy is recovering well after her back operation and that John has found his niche in cooking and household management.

Cliff, I hope you are recording and photographing all the important milestones in your TR rebuild, mindful of the fact that you will be invited to share the story with a slide show at a future Noggin. I believe the car is in the paint shop at the time of writing. Accident repair work to Jean's TR6 is progressing but not as swiftly as he would like. The major surgery to my car, to answer many questions from fellow members and work colleagues, is embarrassing; progress is going at snail's pace and even that would be too generous an expression.

Don't forget your submission to Cliff Turnbull for the Graham Cheetham Trophy.

Ciao for now,

Mike

Triumph Noggins are held at the Fairmount Bowls Club, Sandringham.

Johannesburg Club noggins are held at the Fairmount Bowls Club in Sandringham on the 3rd Tuesday of every month and Club runs take place every 4th Sunday of the month. Supper will be served at a cost of R25.00 per head and a cash bar is available.

Pretoria Club Noggins are held on the 3rd Wednesday of each month at the MG/Triumph Club House.

Directions to Fairmount Bowls Club

From the N3 Highway take exit 119B - Johannesburg/Modderfontein off-ramp and go towards Johannesburg along the R25W. Go past the Edenvale Hospital and straight over Swemmer/Club Roads (there's Sandringham high-school on the corner) and straight on with George Road in Sandringham.
Travel approx. 2km along George to the club. Along the way, go past a Spar shopping centre on your left, through several traffic lights. Go past a Shell filling station on your right, then the Sandringham Vet Clinic on your right.
The Fairmount Bowls Club will be on your right, about 40 meters before an Engen Filling station. The sign posting at the entrance is not very big. If you miss it, simply turn into the Garage and retrace your tracks and you will find it.

MEMBERS' NEWS

BIRTHDAY GREETINGS:

We are sure that you will join us in congratulating the following members who, during January & February will have celebrated their birthdays we trust that you had a ball, and those who have not yet had your celebration let your hair down and enjoy.

January

8th Kim Kitchen
12th Craig Turnbull
16th Norman Bull
17th Gino Casieri
18th Nick Jonas
27th Rene De Villiers

February

2nd Howard Alexander
2nd Martin Worth
14th John Crowther
16th Dicky Donker
19th Cliff Turnbull
23rd Robert McLeod

DOOR PRIZES AT NOGGINS

The door prizes for January & February were won by:

January: 1st prize DVD Player..... Gary Booyens
2nd prize Cordless Mouse Eddie Steele
February: Alas!! No Door Prize

WELCOME NEW MEMBER(S)

Nothing at time of going to print

Points schedule

	Points
Attendance at a Noggin (irrespective of whether you are in a Triumph or not)	10
Attendance at any advertised event in a Triumph	20
Attendance at any advertised event in a non-Triumph	10
For any articles submitted for use in the Sabrina or our bi-monthly newsletters	20
bi-monthly newsletter	

FORTHCOMING NOGGINS AND EVENTS FOR 2012 / JHB and PTA CLUBS

And also Piston Ring Calendar of Events

Sunday 15th January 2012

Run to the Vaal (Host SAMCA)

Tuesday 17th January 2012

JHB Noggin

Wednesday 18th January 2012

PTA Noggin

Sunday 22nd January 2012

Picnic at Glenburn Lodge (Host: JHB)

Sunday 19th February 2012 - Valentine's Day Run (Host: PTA)

Askari Game Lodge which is located in the Plumari Private Game Reserve.

Tuesday 21st February 2012

JHB Noggin

Wednesday 22nd February 2012

PTA Noggin

Sunday 18th March 2012

Piston Ring – Swop Meet

Tuesday 20th March 2012

JHB Noggin

Wednesday 21st March 2012

PTA Noggin

Sunday 1st April 2012

Angela's Picnic – Delta Park – this will be the club's monthly organised run

Sunday 15th April 2012

Piston Ring – Ford Day

Tuesday 17th April 2012

JHB Noggin

Wednesday 18th April 2012

PTA Noggin

Thursday 26th April 2012 – May 1st 2012

TSCC National Gathering, Plettenberg Bay

Tuesday 15th May 2012

JHB Noggin

Wednesday 16th May 2012

PTA Noggin

Sunday 20th May 2012

- Gymkhana / Driving test * (Combined with MG Club) (Host: PTA)
- Piston Ring – Veteran, Vintage and Commercials
- Cars in the Park, Pietermaritzburg

Sunday 27th May 2012

Event to be announced (Host: JHB)

Sunday 17th June 2012

Piston Ring – Motor Cycles and American Cars

Tuesday 19th June 2012

JHB Noggin

Wednesday 20th June 2012

PTA Noggin

Sunday 24th June 2012

Swop Meet / Boot Sale & Braai (Host: JHB/PTA - combined event)

July 2012

- Cats' Eyes evening treasure hunt (Host: MG Club PTA)
- MG Regularity Rally (JHB / West Rand area)

Sunday 15th July 2012

Piston Ring – Club Meet and Toyota show

Tuesday 17th July 2012

JHB Noggin

Wednesday 18th July 2012

PTA Noggin

Sunday 22nd July 2012

Event to be announced (Host: JHB)

Sunday 5th August 2012

POMC Cars in the Park – Zwartkops

Sunday 19th August 2012

Piston Ring – AGM – Hot Rods in Arena

Tuesday 21st August 2012

JHB Noggin

Wednesday 22nd August 2012

PTA Noggin

Sunday 26th August 2012

Event to be announced (Host: JHB)

Sunday 16th September 2012

Piston Ring – Swop Meet

Tuesday 18th September 2012

JHB Noggin

Wednesday 19th September 2012

PTA Noggin

Sunday 23rd September 2012

Combined event to be organised (Proposed Host: JHB)

Tuesday 16th October 2012

JHB Noggin

Wednesday 17th October 2012

PTA Noggin

Sunday 21st October 2012

Piston Ring – Motoring Memories Show

Sunday 28th October 2012

Jacaranda Run (Host: MG Club PTA)

Sunday 18th November 2012

Piston Ring – Continental Cars

Tuesday 20th November 2012

JHB Noggin

Wednesday 21st November 2012

PTA Noggin

Sunday 25th November 2012

Combined event to be organised (Host: JHB)

December 2012

Combined year-end function (Date proposed Sunday 2nd December 2012)

Open invitation to JHB to join PTA

Sunday 16th December 2012

Piston Ring – Open Day

EVENTS ATTENDED IN JANUARY & FEBRUARY 2012**Sunday 15th January 2012 - SAMCA Day - Sylviavale Museum in Van Der Bijl Park**

Sunday morning 15th January John Craig phones at 07.45 am to ask what time are we meeting at the Blockhouse on the R59 for the SAMCA run to the Sylviavale Museum in Van Der Bijl Park, 08.30 for 09.00 was my reply but I am leaving home in about 10 minutes so I shall see you there.

My daughter Lisa who has just joined the club with her 1600GT Capri was coming with me in the TR7 V8, so as soon as she had finished her coffee we were on our way. Imagine my surprise when shortly after turning into Ontdekkers Road when in my rear view mirror there was an old English white TR3A belonging to Gerald Habig.

Due to traffic and maybe because the V8 wanted to exercise its lungs we lost contact and were soon feeding onto the R59 just as the Pretoria group of Bill Flynn with his new (to him) drum brake TR3 with a Lemas head, Bill Sales in his ex Alan Mair TR3A, Terry Murphy in his TR7V8 and our Belgium diplomat's TR3A (sorry I cannot remember his name!). They were travelling quite slowly as Bill Flynn was concerned about driving his TR3 too fast, being used to the comfort of a Stag so we were soon past them.

By the time we had arrived at the Blockhouse there was a good collection of MGs, Dodge Charger, Loti (Lotuses?), Mercedes SLs and so on. In a short while the TR contingent were parked and then Mike Gilchrist arrived on his son's motorbike as the Lexus V8 conversion to his TR7 is still not finished. As the MG's were leaving at 09.30 we decided to leave at 09.25 so that we would not be slowed down, but Bill Flynn requested we do not go too fast so 100kph was the speed set so 5th gear in the V8 meant good fuel consumption. John Craig subsequently told me it was FAR too SLOW!

On arrival at the museum we were guided into our allotted parking area and then proceeded to kick tyres, talk crap and then tour the museum which has an interesting collection of motive items and other collectors stuff, from sewing machines to locomotives and steam driven traction engines Dinky Toys. (Perhaps not too different to parts of my house and others like Harry, Alan, John and Neil – surnames deleted to protect the scribe from possible litigation).

During the walk around I came across Jean and Margarita Coppens in the Range Rover, Gary and Joan Booyens in the MX5, Mark Hirst in the Panard and Neil Harty in a plastic as it seems his TR3A, MGA and E Type all needed batteries!

For those of you who have not been on a SAMCA run to the Vaal you have missed out and to add to it this venue was fantastic and will be used again next year and I seriously hope it will be our January 2013 run= event organiser note NO organising besides an meeting place to get there.

The photo in the *For Sale* section is of John Craig's Bluey and my TR7 V8, which is still on the market for R55,000.

Have a great 2012 and I hope you are ready for the Nationals.

Regards,

John Dobbins

Sunday 22nd January 2012 - Picnic at Glenburn Lodge.

The run from Springs was, as usual, very pleasant. Harry & I together with John Crowther & his partner Chris Caixeiro travelled straight to Glenburn Lodge to await the arrival of the JHB & PTA members. Here you see John, Chris and Harry enjoying the view and the peace and quiet.

What a lovely venue to enjoy the tranquillity of the outdoors and with the weather playing a good part of the day. That was alas until we packed up for the homeward journey when the heavens opened!! John had stopped in the open earlier on. The rain stayed with us all the way home.



ENJOYING THE LOVELY SUNNY DAY



CATCHING UP ON THE LATEST GOSSIP

Sunday 19th February 2012 - Valentine's Day Run

At Askari Game Lodge which is located in the Plumari Private Game Reserve.

Our Valentine's day run started off with a trip to the Piston Ring where we enjoyed a hot cup of coffee and their famous pies leaving there in time to meet at the Total Garage only to find that Chris and Dawn and Harry and I were the first to arrive with Alan and Jenny arriving shortly afterwards.

Leaving there in convoy to arrive at Askari en mass, only to find MG Club already there and taking up all the prime parking – in the shade.

Askari is a pleasant and tranquil venue. The event was very well attended by JHB, PTA and MG club members. Our in-house statistician Nols did his usual percentage bit coming up with 27 JHB members, 27 PTA members and 27 members. All good and well until the late arrival of Eddie Steele screwed it all up. John & Marion's daughter Caroline with her husband Robert and their 2 children arrived shortly afterwards, which made JHB's total 35.

As is the norm all the ladies received a lovely rose. Thank you.



THE 'EARLY BIRDS' PATIENTLY WAITING FOR THE REST OF THE TRIUMPHERS FOR THE TRIP TO ASKARI LODGE



JENNY DECIDED TO
CALL A MEETING



ARRIVAL AT ASKARI



BEAUTIFUL SCENERY AT ASKARI



EISH!! NOT AGAIN!
MARION BEING
BANISHED TO THE
NAUGHTY CHAIR

Some notes for your attention

Hi Elaine, Bill,

I will be pleased if you publish the following in your next newsletter/flyer:

SERVICES OFFERED BY RENE DE VILLIERS**Trip to Plettenberg Bay**

If you have run out of time to do a pre-Plettenberg Bay service on your car, contact me.

Bead blasting

It takes you hours of scratching and wire brushing to clean parts and brackets to a barely acceptable standard. In a fraction of that time I can bead blast those parts to look like new. My blasting plant can accommodate items up to 500mm with ease, and depending on shape and dimensions, in some cases even larger parts.

Zinc plating

In the near future I will also be able to zinc plate small, valuable parts and brackets, or bolts and nuts followed by either a yellow or white/silver “pacifying” coating to give them that really professional look. And best of all, they won’t get lost in the process.

Contact me on my cell: 083 317 4339 - Rene de Villiers.

Dear All,

Please arrange to have the following published in your next newsletter:

IMPORTATING OF SPARES: March and April 2012

There will be a normal import of spares for March 2012, namely a closing date of 13 March 2012, (we need to finalise your needs by no later than 10 March 2012), with the parts expected before the end of that month.

In view of the National Gathering at the end of April 2012, there will NOT be a normal import that month.

Instead, we plan to place an order on or about 30 March 2012 (parts expected by mid-April 2012) **for urgent/last minute parts needed by members for the trip to Plettenberg Bay.** Requests for spares for ongoing restoration projects and repairs will have to stand over until May 2012

Regards,

Rene de Villiers

Spares Administrator

Triumph Sports Car Club of SA

Tel/fax at home **27 11 680 3124

Mobile 083 317 4339

WANTED and FOR SALE CORNER

Wanted

Nothing at time of going to print

For Sale

SPITFIRE MkIII FOR SALE (abandoned project)

Hello Elaine, Bill, Eric,

Please will you publicise the under mentioned car in the forthcoming monthly Centre newsletter/next issue of Sabrina. Jaco, John (Dobbins), Alan, John (Roets), for your information - just in case you are interested or know of someone who would like to take on an uncompleted Spitfire MkIII restoration project.

From: reginald owen single

[mailto:moogis@telkomsa.net]

Sent: 30 January 2012 02:41 PM

To: triumphclubspares@telkomsa.net

Subject: SPITFIRE Mk 3 SPARES

Dear Rene,

I refer to our telephonic conversation earlier and confirm that I wish to dispose of a Spitfire mk 3 as spares. The vehicle was purchased as a runner with the intention of doing a refurbishment. For personal reasons this did not happen and the vehicle has been stored for a number of years. Of interest are the spoked wheels and a set of tires that have never run. These have been stored off the vehicle. I would like to get R10,000.00 for the unit but this would clearly be negotiable. I am keen to move the vehicle asap and your assistance is appreciated. I may be contacted either by email or on my mobile phone 079 4980490

Kind regards,

Owen Single



John Dobbins - TR7 V8, is still on the market for R55,000. – see picture above

BITS & PIECES

TR6 FITTING A BOSCH PETROL PUMP

Having just read Dennis Cook's account in the Cape Town newsletter of his fuel pump overheating problems with the Bosch pump recently fitted by a "Fuel Injection Specialist" I thought it might help fellow TR6 Owners if I related some of my experiences related to using a Bosch pump in the place of an original Lucas pump. My first experience of fitting a Bosch pump was co-incidentally doing the conversion on George Bosch's (not a pun) Mimosa LHD TR6.

What is fundamentally important is to realise that the pump has to be gravity fed as per your SL Mercedes, BMW's and Golf GTI's where the pump is below the outlet of the fuel tank. Fuel acts as a cooling medium for the pump so any restriction such as a blocked filter and small diameter tank outlet will result in the pump overheating and fuel vaporising and the TR6 being immobile. On the BM's etc there is a high pressure filter AFTER the pump plus the inlet pipe is 15mm not the 8mm on the standard TR6 system.

BEFORE I GO FURTHER I MUST STATE THAT MY TR6 WHICH I HAVE OWNED SINCE 1981 HAS THE ORIGINAL SYSTEM AND HAS NEVER OVERHEATED, MIND YOU I DO SERVICE THE PUMP BEFORE A LONG TRIP AND USE A LUBRICANT IN THE PETROL AS WELL, DONALD MC DONALD USES TWO STROKE OIL IN HIS TR6!

Electrical fuel pumps are designed to run on 12v plus the mechanical injectors open at 65psi. The ideal pressure going into the metering unit is about 100 psi. When one is starting the car under good conditions the voltage at the pump with the standard wiring due to resistance etc is probably less than 10 volts so the fuel pressure is less than ideal- resulting in difficulty in starting especially when it is cold as the injectors are not opening. Solution is to fit a relay with a direct feed from the battery with the activation coming from Triumph's original wiring for whichever pump you have.

So if you are fitting a Bosch pump I suggest the following is done;

1. Change the outlet on the tank to 15 mm (household 15mm water pipe is perfect)
2. Mount the pump horizontally as low as possible (the spare wheel well is good)
3. Place a high pressure filter on the outlet side of the pump before the pressure release valve
4. Rubber mount the pump (I use the cotton reels the exhaust guys use)
5. Fit a relay for the power supply to reduce voltage drop during starting

I hope this can help at least one TR6 owner out there and if you have any further questions please contact me on 0825080910 or 0116792954(H).

Regards,

John Dobbins

From: Graeme John White [mailto:gjvkwhite@bigpond.com]

Sent: 22 February 2012 12:25 PM

To: grantfam@wizz.co.za

Subject: AUSTRALIAN TR2-3-3A SPORTSCAR HISTORY

Triumph Sports Car Club of South Africa.

Hi there Alan Grant,

Greetings from Australia, I thought that you may be able to assist me and maybe give my Triumph TR book a little mention in your part of the world?

Having said that, I was hopeful that you could bring to the attention of your group members my book titled **TRIUMPH Sidescreen TRs** which I had published, late 2007, which relates to the history of the Triumph TR2 –3 –3A , here in Australia. I am a Life-member of TSOA Vic. Inc. and of the TR Register in Australia, having previously owned a 1961 BRG Triumph TR3A roadster for some 35 years.

As you know, the 1950's and 1960 's was a fantastic period for the very popular British Sports cars such as - the Austin-Healey, MG , Morgan, Jaguar and the Triumph TR series right across many of the Commonwealth countries (or the former British Empire). I am confident that a number of Triumph enthusiasts in your region would enjoy reading about the Australian TR history , when there was great rivalries between all of the sporting marques, (if only they knew about my book) ? Equally, my book would make the ideal gift or addition to any private library of any classic Triumph sports car buff who is interested in Triumph motoring history from around the world. My book is available through my publisher Haynes - Bookworks, 63 Fairford Road, Padstow in Sydney , New South Wales, Australia, E-mail sales@bookworks.com.au (or just google the books title, for other suppliers)

The price is only \$65.00 Australian, and the books ISBN No. is 1876953 45 4.

Triumph Sidescreen TRs is a well illustrated, hard back book of 184 pages which focuses on the classic two-seater TR2 –TR3 – TR3A around Australia. As you would appreciate, local motorsport played a very important part in the early TR's motoring history in all States, from the mid 1950's to well into the 1960's, and my book highlights many of those major TR successes, along with a number of leading and well known Australian drivers, who drove TR sports cars during that most exciting motoring period between 1954 – 1962 - known as in the good old days when things were more relaxed and simple e.g. . Eldred Norman, Doug Whiteford, Gavin Baillieu, Harry Firth, Charlie Campbell, Allan Jack, Wes Nalder , David McKay, Ian McDonald, Dianne Leighton, Allan Moffat etc..

In addition, there is a interesting chapter on the Australian assembled CKD TR3 , plus a chapter on one- owner Aust. TRsincluding many more fascinating snippets of interest, like the rise and fall of Standard-Triumph here in Australia, not to mention some great period motoring photographs, many previously unpublished, with a number coming from the late John Blanden collection. My book also contains the delivery numbers to Australia. Steve Redway from the TR Register in the U.K. reviewed my book and this review appeared in their magazine TR Action No. 241. Pat MacMahon, Secretary, TR Register Ireland said after obtaining his copy over the net "this book is worth every cent of its cost".

Triumph Sidescreen TRs is not just about TRs, it is also the story of an era.

I hope that you can assist a first time author, so many thanks for your co-operation.

Yours in motoring,

Graeme White

LAUGHS / SMILES / SMIRKS***THAT'S NOT MY JOB***

This is a story about four people named Everybody, Somebody, Anybody and Nobody.

There was an important job to be done, and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realised that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.

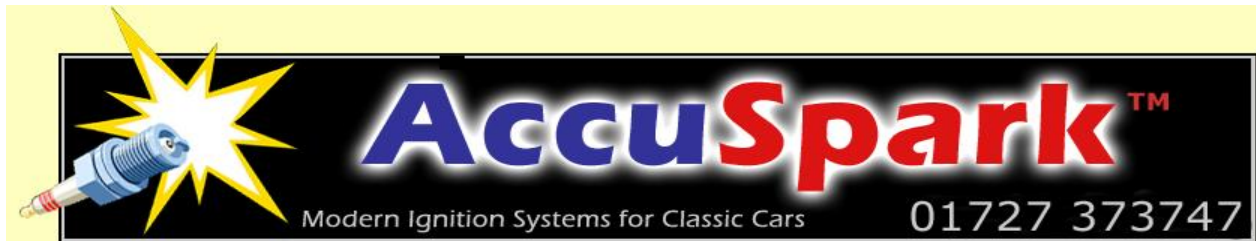
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**FED UP WITH OLD POINTS AND CONDENSERS??
FIT ACCUSPARK!!**

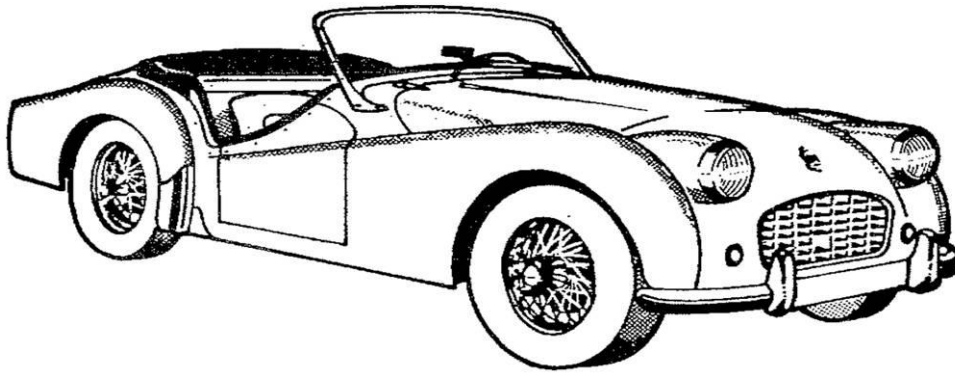
- MODERN IGNITION SYSTEMS FOR CLASSIC CARS
- SPORTS COILS, LUCAS ROTORS & D-CAPS
- KITS ARE VERY AFFORDABLE @ JUST R495 and EASY TO FIT

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